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## NEW GOVERNORS

### Nigeria and Uganda

(Special Air Mail Service)

London, June 22.  
The Colonial Office announced last night that the King has appointed Sir Bernard Henry Bourdillon, Governor and Commander-in-Chief of Uganda, to be Governor and Commander-in-Chief of Nigeria in succession to Sir Donald Cameron who will retire in the near future.  
The King has also appointed Mr. Philip Eben Mitchell, Chief Secretary Tanganyika Territory, to be Governor and Commander-in-Chief of Uganda in succession to Sir Bernard Bourdillon.

Sir Bernard Bourdillon became Colonial Secretary in Ceylon in 1923 and was appointed to his present office of Governor and Commander-in-Chief of Uganda in 1932.

Mr. Mitchell has held in Tanganyika Territory the offices of Assistant Secretary for Native Affairs, Provincial Commissioner, Secretary for Native Affairs, and Chief Secretary, being appointed to the last office in 1934.

### KONDYLIS ON TOUR

(Special to the "Hong Kong Daily Press" (Copyright).)

Belgrade July 8.  
From Rome M. Kondylis will proceed to Belgrade where he will spend two days in conferring with cabinet members on current questions.—  
Transocean Kuo Min.

### EURASIA AVIATION CORPORATION

Nanking, July 3.  
The Eurasia Aviation Corporation has decided to increase its capital to \$7,500,000. It is understood that at the request of the Corporation, the Ministry of Communications is negotiating with the Luft-Hansa Aviation Company in Germany to revise the agreement governing the operation of the Eurasia services.—  
Kuo Min.

## CABLE NEWS IN BRIEF

### ARYAN PRINCIPLE REQUIREMENTS

(Special to the "Hong Kong Daily Press" (Copyright).)

Berlin, July 8.  
Application of the "Aryan Principle" to those wishing to study at German Universities and technical schools are regulated by new stipulations just issued by the Reich Minister for Education.

These are all based on the law of April 22, 1933 concerning the formation of students societies of which membership is compulsory.

Only those students of either sex can be admitted who belong to the German National Commonwealth and are of Aryan origin, according to the principles laid down by the National Socialist Party for admission of party membership.

Until October 1, 1936 that is the transition period, it will be sufficient to prove that all ancestors as far back as grand parents are Aryan. Where doubt arises proof or Aryan descent back to the year 1800 may be demanded.

This is the first time that the conditions for admission to the National Socialist Party is extended to apply to organisations under the State control.—  
Transocean Kuo Min.

### GERMAN LABOUR DECREE

(Special to the "Hong Kong Daily Press" (Copyright).)

Berlin, July 8.  
That priceless asset Germany possesses in the shape of expert workers whose training, knowledge, skill and experience for highly specialised technical work, is to be safeguarded in the interests of the nation through provisions in a decree issued by the Reich Labour Minister on June 28 this year and now made public, regulating the procedure for the engagement of workers by foreign firms and organisations.

After September 1, permission must be obtained from a competent labour office before any attempt is made to induce German workmen to accept situations abroad, even when foreign firms have already advertised their requirements.—  
Transocean Kuo Min.

### AMERICA'S REPLY TO ABYSSINIA

(Special to the "Hong Kong Daily Press" (Copyright).)

Addis Abeba, July 8.  
Confirmation of the exact terms of the United States of America's reply to the Abyssinian Note invoking the Kellogg Pact, is furnished by the publication here on Monday of the text of the United States' reply.

As reported already by Transocean, the United States Government expresses satisfaction that the League of Nations is engaged in an endeavour to find a solution to the problem acceptable to both sides, and hopes that the Court of Arbitration will give a ruling acceptable to both Italy and Abyssinia.

As regards Abyssinia's invocation of the Kellogg Pact, the United States Government declares distinctly that it is unable to believe that any signatory of the Kellogg Pact, among which Italy and Abyssinia and sixty-one other states belong, would resort to any but peaceful means to settle the dispute, or would permit to arise a situation incompatible with the obligations undertaken by virtue of the Pact.—  
Transocean Kuo Min.

### DANZIG ORGANISATIONS DISSOLVED

(Special to the "Hong Kong Daily Press" (Copyright).)

Danzig July 8.  
The Federation of National Officials and the Danzig branch of "International Bible Researchers" were dissolved by the order of the chief of police. Both organisations were proved to have been engaged in subversive activities.

Lawsuits conducted a few days ago before the Danzig courts revealed that the so called "earnest bible researchers" were really communists whose aim was to overthrow the present government. The Federation of National Officials was composed decidedly of reactionary elements who though in the service of the government were working to undermine its authority.—  
Transocean Kuo Min.

### 10,000 SCOTS ARE MISSING

Their Votes Wanted In A By-Election

(Special Air Mail Service)

London, June 22.  
Lost, somewhere in England 10,000 Scottish graduates (men and women) who are entitled to vote at the Scottish Universities by-election. Addresses urgently required at Conservative headquarters, Westminster, S.W.1.

There is perturbation at the Conservative Central Office in London. Ten thousand electors cannot be found. They are qualified to vote at the election to fill the vacancy caused by the appointment of Colonel Buchan (Lord Tweedsmuir) to the post of Governor-General of Canada.

The election takes place within the next few days, and if they neglect to cast their votes "any thing may happen."

Almost night and day a special staff has been working at Westminster to trace their whereabouts, in order that the election address of Professor Graham Kerr may be posted to them.

### CAMOUFLAGE INVENTOR

The missing voters represent one-fifth of the electorate, the total number on the register being 51,022, of whom no fewer than 14,105 are women.

At a by-election last year, on the death of Mr. D. M. Cowan, Dr. Morrison, a Liberal, was returned, polling 18,070 votes against 4,780 cast for the Socialist candidate.

Professor Kerr, the Conservative candidate for the existing vacancy, achieved fame during the war as the originator of camouflage for our ships.

When a young man he penetrated to many unknown regions in South America on zoological explorations. He is also the author of a text book on embryology and other subjects.

The only other candidate is Mrs. Naomi Margaret Mitchell, who is standing in the Socialist interest.

### DEATH OF LADY PIRRIE

Succeeded Husband In Firm.

(Special Air Mail Service)

London, June 22.  
Lady Pirrie, who became president of Harland and Wolff, the Belfast shipbuilders, after the death of her husband, Lord Pirrie, in 1924, died at her home in Carlos-place, W., to-day.

She took an active interest in the concern of which her husband was head, and accompanied him on all his business trips. It was said that he never made an important business deal without consulting her.

They were married in 1870. During a voyage round the world with his wife Lord Pirrie was taken ill and died. The post of president of Harland and Wolff was specially created for her after his death.

Lord Pirrie bought the house near Goddard which was built by Whitaker Wright. Recently Lady Pirrie had lived either in London or Belfast.

### WOMAN FLIES AT 38,714 FEET

(Special Air Mail Service)

London, June 22.  
Mlle. Maryse Hilsz, the French aviator, broke her own world's height record for women this morning at Villacoublay Aerodrome, when she reached an altitude of 38,714 ft. Mlle. Hilsz, who made the previous record, 32,123 ft., since 1932, was flying a 800 h.p. chasser plane which she had never previously piloted.

"I was able to breathe quite normally," she told me, "thanks to my heated oxygen apparatus, and I never once felt the cold, although I naturally took the necessary precautions."



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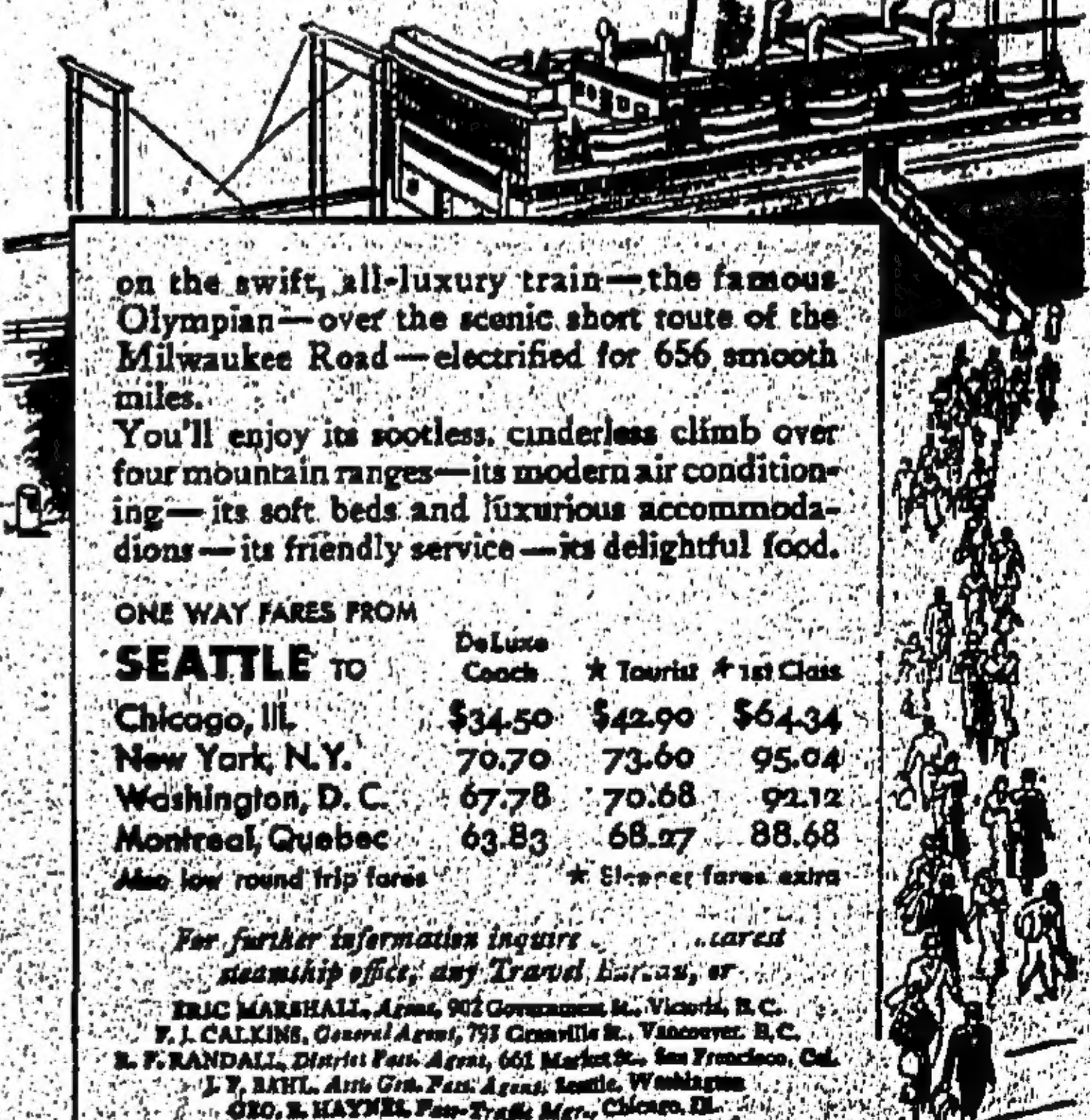
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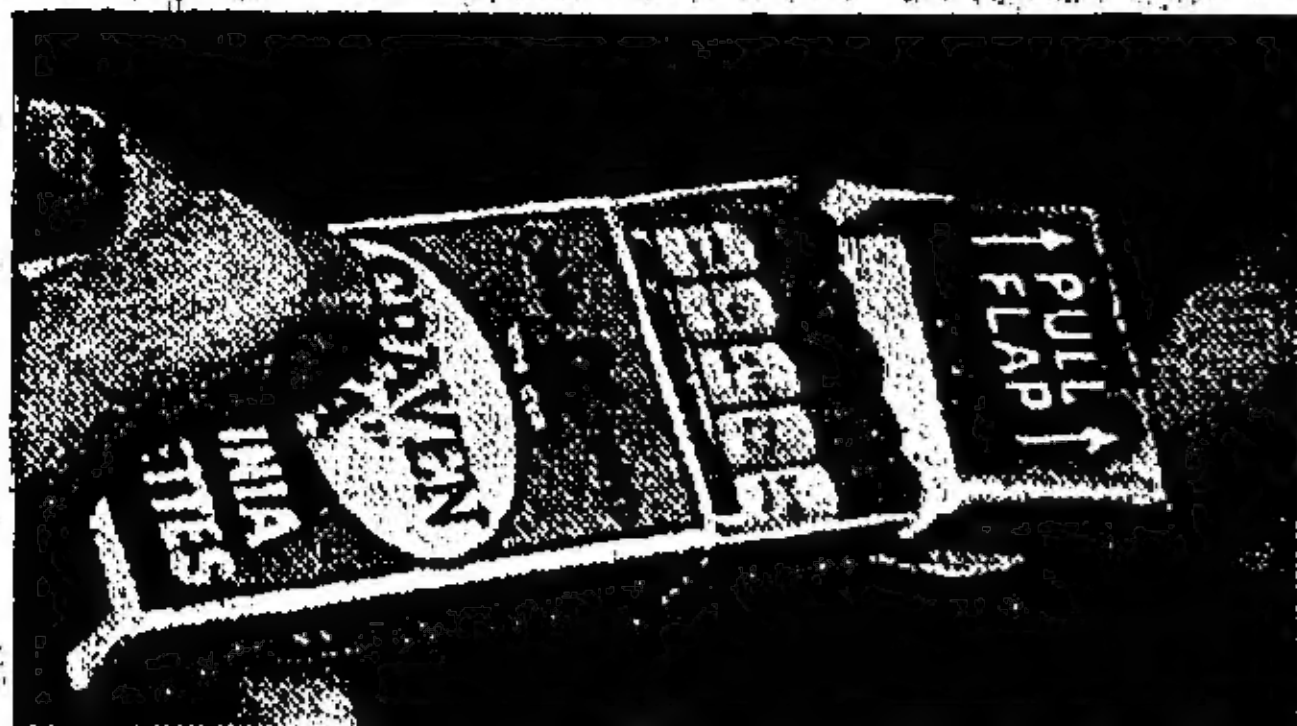


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OIL PAINTING  
OF GARBOIn New York Art  
Show

One of the rarest of modern oil paintings, a motion picture scene with Greta Garbo as the central figure—was shipped to New York to open a distinctive art exhibit. The painting—"Garbo on the Anna Karenina Set"—is to be the central study of a "one-man" exhibition of the work of Warren Newcombe, California artist and one of the leading figures of the modern school of art.

The exhibit, Newcombe's first New York exhibition, opens shortly at the Grant Galleries.

Newcombe, technical expert on original camera effects at the Metro-Goldwyn-Mayer studios, received his inspiration for the Garbo painting while engaged on the Swedish star's pictures and observing her artistry before the cameras.

The painting reveals Miss Garbo on the steps of a Russian mansion during the filming of a scene for Anna Karenina, with camera, sound and electrical crews at work in the foreground.

PAUL MUNI'S NEXT TO BE  
"DOCTOR SOCRATES"

A wire from the Warner Bros. West Coast studios advises that the next starring picture for Paul Muni, whose current vehicle, "Black Fury" is being nationally released by First National, will be "Doctor Socrates" based on a story by W. R. Burnett. The screen play will be written by Abdon Finkel and Carl Erickson, authors of the screen play of the screen play of "Black Fury." "Doctor Socrates" is said to be the most dramatic and significant story written by Mr. Burnett since "Little Caesar." The picture will go into production in the very near future.

## KORDA'S YOUNG LADIES

There are lovely girls by the dozen in "The Private Life of Don Juan," Lovell, probably, than have appeared in any film before. Alexander Korda, who in his usual distinguished and unassuming way seems now to be shouldering the mantle that formerly graced Messrs. Zeigfeld and Cochran, has garnered them from the beauty vests of the world.

From distant Tasmania comes Merle Oberon, the "Henry VIII" discovery, whose name seems destined in a year or two to be blazing in electric lights over more theatres than any other name in the world. Merle spent her youth in Tasmania, then lived and worked in Calcutta, has been in England three years, and probably will soon be in California.

Russa contributes Natalie Paley, a daughter of the late Grand Duke Paul and Princess Paley, and a grand-daughter of Czar Alexander III. Now she's found

a fairy-godfather in another Alexander, who believes her many talents include all the screen requires.

All the way from Java comes Toto Koopman, dark-eyed and orchidaceous. Toto is one of the most photographed girls in London. "Don Juan" is her first film. She is a Quaker, but she will fight hard for stardom.

Patricia Hilliard, whom Korda put on a five-year contract the first time he set eyes on her, comes to the screen from India. Born in Quetta, she spent many years in Switzerland, before coming to London.

Betty Hamilton came from America to appear in a London stage show; and Blinnie Barnes, although a Londoner, made her first public appearance as Texas Blinnie Barnes with a troupe of cowboys.

One and all, the girls are photogenic and delightful.

## HELEN FREEMAN

## In "Anna Karenina"

Helen Freeman, one of the founders of the American Theatre Guild who starred in that organization's first successes, played her first screen role a few years ago in a Metro-Goldwyn-Mayer picture, "Rasputin And The Empress" (also known as "Rasputin, The Mad Monk").

Now, after an absence of several years she has returned to the same studio to play another Russian role with another Russian background—Anna Karenina, co-starring Greta Garbo and Fredric March.

Following tests of numerous character actresses, Producer Selznick and Director Clarence Brown elected Miss Freeman for the role of Princess Barbara Oblonski, a woman of questionable reputation who precipitates

FIVE BLONDES TESTED  
FOR "CAPTAIN  
BLOOD"

No less than five prominent Hollywood actresses, all of them blondes of great personal beauty, are being tested for the leading feminine role in Warner Bros. forthcoming production of "Captain Blood," with Robert Donat as the hero of the Sebastian romance. Bette Davis, Jean Muir, Loretta Young, Joan Bennett, and Anita Louise are the five candidates, whose photographic and dramatic qualities for the part are being meticulously appraised before a final selection is made. Robert Donat is expected to arrive in America some time soon from England; he will proceed at once to Hollywood, and "Captain Blood" will go into production shortly thereafter.

the first quarrel between Anna Karenina and her lover.

## IRENE AND GINGER

On The Subject Of  
Popularity

The girl or woman of to-day must be many-sided if she expects to be popular. Such is the opinion of both Irene Dunne and Ginger Rogers, appearing together with Fred Astaire in RKO Radio's musical comedy romance, "Roberta," which was greatly enjoyed by all who saw the film.

"This is an era of competition and it reaches into romance as well as it does into automobiles," says Miss Dunne. "To be popular a girl must be able to hold her own on the dance floor; at the bridge table, in sports events, in conversation and under a seductive impetus. She must also be able to stay out of the limelight gracefully as well as to be the centre of activities. She must have the ability to listen intelligently and many a woman who had little conversation herself won a reputation as a brilliant conversationalist because of her cleverness in being willing to listen."

"Most men like daintiness in a woman more than almost any other quality," continues Miss Dunne. "This is easily accomplished and does not require money or good looks. Daintiness is the outgrowth of perfect grooming and requires time for the care of the hair, hands and skin. Clothing should be selected with an eye to achieving a crisp, freshness whenever possible."

## STILL OLD-FASHIONED

"I believe men are still old-fashioned in regard to their women. They like modesty and demureness tempered with the dash that the 1935 model has," says Miss Dunne.

As for holding men, I believe that a woman must give as much as she gets out of an association, if she hopes to keep her man. In addition, she must not try to possess him body and soul and change him from the man he was to the man she wants him to be.

He must be permitted to have his men friends and his stag parties if he wants them without his wife or sweetheart gulfing. Minimize his faults and exaggerate his virtues."

"An all-enveloping regard for people in general is to me the foundation upon which popularity is built," is the opinion of Ginger Rogers. "Some writer said that 'love begets love' and I believe that is real truth. If you have a warmth in your heart for those with whom you associate, it is bound to be reflected in your attitude toward them. It is natural to like people who show that they like you."

## DONT NAG

"To be popular, I should say for a girl to send out kindly, pleasant radiations and she is bound to bask in their reflection. Girls who are persistently unpopular are those who do not try to be otherwise. Perhaps they do not evince any interest in other people. Perhaps they are persistent late for appointments. Perhaps they cannot enter into sports or conversations or activities of various kinds. Perhaps they are careless about their personal appearance and so shame their escorts. I believe any normal girl can be popular if she will analyze herself and correct her mistakes."

"My advice to any girl who is seeking romance is to make the best of her personal appearance, learn to dress with good taste, keep mentally up-to-date and cultivate as many accomplishments as is possible. Unless a girl can be an entertaining companion she has very little chance. 'Above all things,' concludes Miss Rogers, "she must not be a nagger. She must not be jealous and she must not be afraid to let people know she likes them. Say the nice little things you think. It makes a nicer world in which to live."

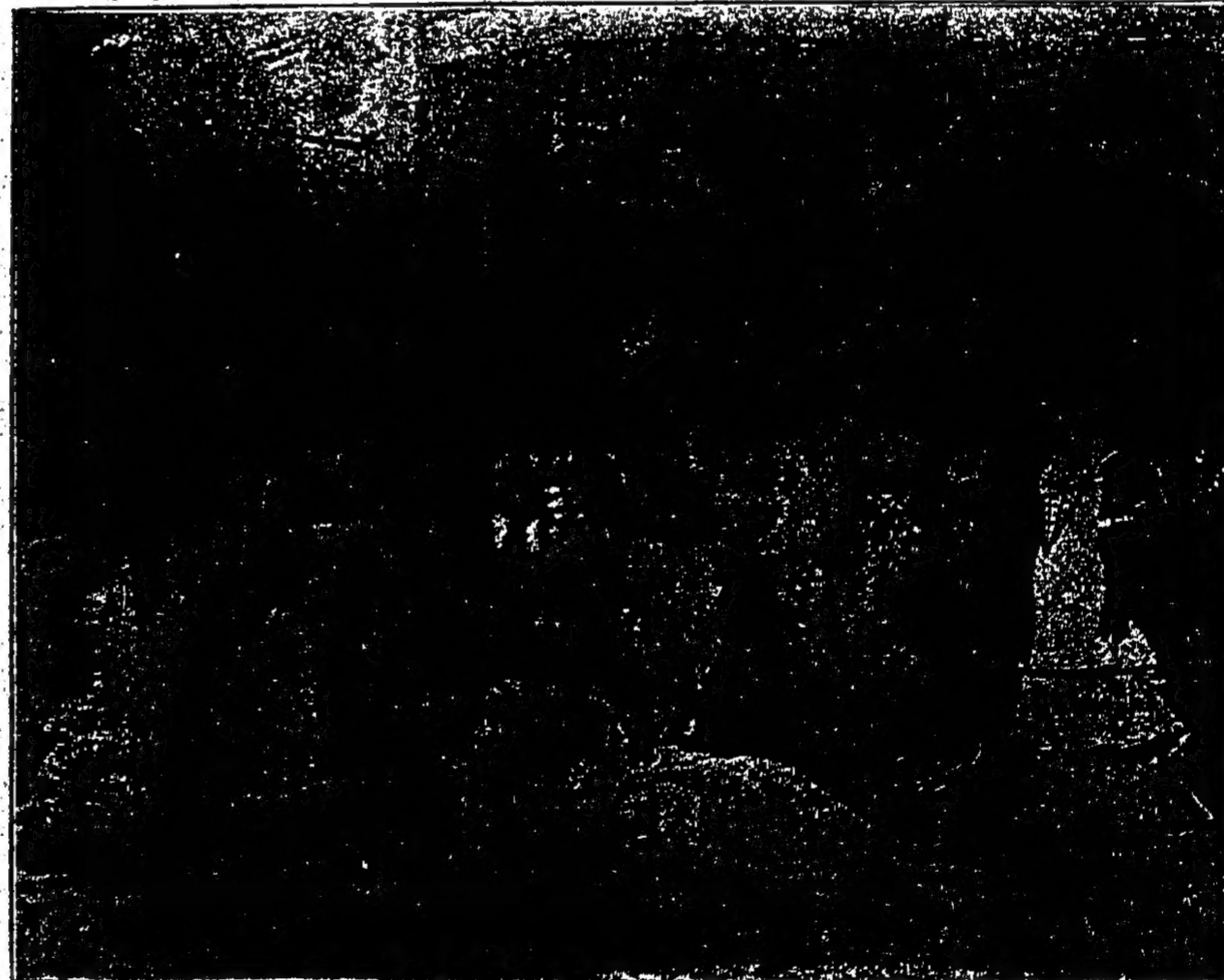
A PICTURE  
Of Busy RKO Lot

William Powell has introduced a Saturday afternoon custom on the RKO Radio lot that tickles the boys and girls... when the week's work on "Star of Midnight" is over, he and Ginger Rogers, his leading woman, take the whole troupe over to the studio fountain and treat the bunch to sodas and candy... By the way, Hazel Forbes, the beautiful blonde Ziegfeld girl now an RKO contract player, spends a lot of time on the "Star of Midnight" set. No gossip-bounds, she's not visiting Bill, but Ginger, an old friend... Hazel will have a role in "The Nightwits" the new Wheeler-Woolsey comedy... Friends look in vain for Fred Astaire on the lot. Since finishing "Roberta" he hasn't missed a day at the Santa Anita race track... Richard Dix, who is between pictures, stopped off at the studio to visit the Anne Shirley set the other day... to congratulate George Lottier, who was Dick's stand-in for seven years. Lottier has been made an assistant director, and is now working with Director George Nichols, Jr., on Anne's new picture... "Sylvester Bonnard," the Acetate France story... Dix watched her play an emotional scene with O. P. Heggie and Elizabeth Patterson... Katharine Hepburn's at work again, on "Break of Hearts," and the whole studio is stepped up when the dynamic Katie gets going... with all her pep, Hepburn is competing with May Robson for studio knitting honours... Dear old May is the present champion, but Katie is putting along not far behind... Preston Foster is the busiest man at RKO at present—labouring in two pictures on the same lot, "Strangers All" starring Miss Robson, and "The Informer," starring Victor McLaglen... McLaglen is apologizing to little Jimmy Quinn, whom he has to lose ten feet in the picture.

TO-DAY'S RADIO  
PROGRAMME

Broadcast by Z.B.W.  
on 355 Metres

- 12.30 to 2.15 p.m.—European programme.  
12.30 p.m.—Recorded music.  
1 p.m.—Local time and weather report.  
1.15 p.m.—Hong Kong Hotel Orchestra.  
1.30 p.m.—Reuter Press Bulletin, Rugby Press news, etc.  
2.15 p.m.—Close down.  
4 to 7 p.m.—Chinese programme.  
7 to 11.15 p.m. (Approx.)—European programme.  
7 to 7.30 p.m.—  
Light Opera and Musical Comedy Vocal Gems—The Chocolate Soldier (O. Strauss).  
Selection—A Country Girl (Lionel Monckton).  
Vocal Gems—Ball at the Savoy. Selection—Tell her the Truth.  
7.30 to 7.47 p.m.—  
A Recital by Maria Bennett (Soprano).  
1. Wine, Women and Song (Strauss).  
2. The Doll's Song ("Tales of Hoffman" (Offenbach).  
3. Down Vauxhall Way (Oliver).  
4. Pretty Mocking Bird (Bishop).  
7.47 to 8 p.m.—  
The J. H. Squire Celeste Octet Narcissus (Nevin).  
Valse Bluetie—Air de Ballet (Drigo).  
Love's Dream after the Ball (arr. Willoughby).  
Echoes of the Ball (Willoughby).  
8 p.m.—Local time and weather report.  
8.03 to 9 p.m.—  
Variety  
Piano Solos—I am playing farewell to you.  
I have a heart for lovely women—Fred Stein.  
Vocal—Take me boots off when I die.  
Ole Faithful—The Hill Billies.  
Instrumental—Shine; My Sweetie went away; Sweet Jenny Lee.  
Farewell Blues; You rascal you; Muddy Waters.  
Songs—Thora.  
Beautiful Garden of Roses—Charles Kullman (Tenor).  
Banjo Solos—On a Southern Plantation—Ken Harvey.  
Vocal—My Gal Sal—The Mills Brothers.  
"One Night of Love" Memories, Piano Pie No. 2—George Scott Wood.  
Song—Smoke gets in your eyes—Turner Layton (Tenor).  
Orchestra—Jubilee Dance Memories No. 2.  
9 to 9.15 p.m.—  
A Relay from Daventry (Experimental).  
Daventry News Bulletin, copyright by Reuter.  
9.15 to 9.20 p.m.—"Caliph of Baghdad" Overture (Boieldieu).  
9.20 to 9.40 p.m.—  
From the Studio  
A Pianoforte Recital by Marina Barretto.  
PROGRAMME  
1. Au Etude—Chopin.  
2. Scherzo—Chopin.  
3. Danse Macabre—Saint-Saens.  
—Marina Barretto and Fred Alves.  
9.40 to 10 p.m.—  
Band Music  
Carmen Caprice (Bizet).  
Faust Frolics (Gounod).  
Selection—Dorothy (Cellier).  
Humoresque (Dvorak).  
10 p.m.—Reuter Press Bulletin.  
10.05 to 10.15 p.m.—"Tom Costello in Song Memories."  
10.15 to 10.30 p.m.—  
A Relay from Daventry  
The B.E.C. Empire Orchestra; leader, Daniel Melsa; conductor, Eric Fogg.  
10.30 to 11.15 p.m.—  
A Relay from Daventry  
"Daylight Robbery" or "The Thief in the Night."  
A Musical burlesque by the Meltrish Brothers.  
11.15 p.m.—Close down.



"The Private Life of Don Juan," with Douglas Fairbanks in the title role, is elaborate, whimsical, more than a little naughty and thoroughly charming. "Don Juan" produced and directed by Alexander Korda, released through United Artists comes to the King's Theatre.

## MOVIE NEWS

## Columbia Castings

Fredrik Vogeding and Terbei Meyer have been engaged by Columbia for character roles in "Black Room Mystery" starring Boris Karloff, with Marian Marsh as leading lady. Roy William Neill is directing Robert Allen and John Buckler were assigned to feature parts last week. Arthur Brown wrote the story, and in collaboration with Henry Myers did the screen play.

Ed La Saint and Richard Boliver, character players who have long been associated with the virtue type of western dramas, were signed this week by Colum-

bia for "Riding Wild". Tim McCoy's next starring production, "Niles Welch, Dick Alexander and Edmund Cobb" were among the first to be assigned to this feature, which is being directed by David Selman, from Ford Bebe's story.

Clarence Muse, who will be remembered for his outstanding performance in "Broadway Bill," and Marc Lawrence, who has just returned to the screen after several months absence, were engaged by Columbia for "After the Dance," co-starring Nancy Carroll and George Murphy. Included in the cast surrounding the com-

pany's young stars are Thelma Todd, Jack LaRue, Herry Harris, Virginia Sale, Arthur Hohl, Wyrley Birch and Victor Killian. Leo Bulgakov is directing. The story is by Harrison Jacobs, with Harold Shumate credited with screen play.

Columbia has assigned Douglass Dumbrille and Robert Middlemass, featured in the recently released "Hawks," to important roles in "Unknown Woman," in which Marian Marsh and Richard Cromwell play the principal roles. With the addition of these two players the roster for this unusual picture is now complete. Others in the cast are Nana Bryant, Nellie B. Nichols, Ben Taggart, Henry Armetta, Arthur Hohl, George McKay, Arthur Vinton and Herry Mandy. Albert Rogell is directing from Albert Demond and Fred Nible Jr.'s screen play. The story is by W. Scott Darling.

## Howlers

The selections of "howlers" that have been appearing remind a correspondent of the following: Pantry is the American name for a trouserpress.  
Ark lamps are used for flood-lighting.  
Butlers are old gentlemen who hang about railway stations.  
A.D. is an abbreviation for After Depression.

## Homebodies

Girl friend (after returning to village after a long absence): "Do you still go out with the Jones boys?"  
The other (wisely): "No, you see, we were married over a year ago."







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CABLES "SWENHONIS"

# Around the Courts

## COMMITTED TO SESSIONS

Mr. Q. A. A. Macfadden at the Central Magistracy yesterday committed to Sessions, So Shing who faced him on a remanded charge of manslaughter of Wong Pat Kiu. The offence is alleged to have been committed on September 9, 1934.

When cross-examined by Mr. J. A. Fraser, Assistant Attorney General, who prosecuted defendant, said that he was only 32 years of age, was born in Hong Kong, and had left school at the age of 16.

In 1931 he bought some property, on which he laid a mortgage leaving then for Singapore on business. He returned to Hong Kong, when he discovered that the deceased had had relations of an intimate nature with his wife during his absence.

Defendant admitted that he had two safes on the premises, one of which was kept in the accounts office, and the other, a smaller one was kept in his room. This one he had had a considerable time and was used for the purpose of storing jewellery and money.

### THE LETTER

He admitted that an incriminating letter was found in the safe in question, but this he could easily explain, as he had written, that letter when he was in a very disturbed state of mind shortly after he had separated from his wife, and it was being kept in the safe expressly for the benefit of his children, who, when they grew up, would know the real cause of the quarrel between their mother and himself.

Until the time of the quarrel accused said that the deceased did not know that he (defendant) had any knowledge of his affair with his wife. When confronted with this deceased became very violent and they had a fight. Deceased chased him down the passage way, and his (defendant's) son tried to intervene.

Defendant pleaded to the people in the house to blow the police whistle but none of them would assist in that way, so he asked his servants to obtain his whistle. They then engaged the deceased, in a fight. That was the last he saw of the deceased. The people in the flat then run away, and becoming frightened of being alone, he ran away also, but not after he had first looked over the verandah to ascertain whether the deceased had climbed to the floor below. He saw then that the deceased was lying in the roadway.

**SOLICITOR'S SUBMISSION**  
Mr. M. K. Lo submitted that defendant had no case to answer. There was no evidence to prove that deceased was "compelled" or had an "immediate apprehension" that harm would be done him. In fact the evidence of the prosecution showed clearly that deceased ran out to the verandah, after the fight in which he was engaged with accused, had terminated.

The magistrate, however, said that in reviewing the evidence placed before him, he felt that the accused had a case to answer, and therefore committed him to Sessions.

## THEFT AT SUN COMPANY

At Central Magistracy yesterday morning, Yuen Chai, aged 29, office coolie was brought before Mr. Q. A. A. Macfadden charged with the theft of three cotton singlets and for giving a bribe of \$1.70 to a district watchman at Morrison Street. The complainant was Mr. K. C. Lau, floor manager of the Sun Company, and Sub-Inspector Walsh appeared for the prosecution.

Sub-Inspector Walsh stated that the defendant was stopped by a district watchman who questioned him about a parcel which he was carrying, and which was later found to contain three singlets. Defendant said that the singlets had been given to him, but on being asked to take the district watchman to his friend, who had given him the singlets, the defendant then admitted the theft.

On being taken to the Sun Company defendant tried to bribe the district watchman to release him by offering him \$1.70 but this was not accepted.

For breaking his bond, defendant was fined \$75, or one month's hard labour, and sentenced to six weeks' hard labour on the first charge, to be concurrent with the first sentence, and to another three weeks' hard labour on the second charge, this to be consecutive. The \$170 was ordered to be placed in the Poor Box.

## CASE ADJOURNED

Continuing the case for the prosecution before Mr. E. I. Wynne-Jones at the Kowloon Magistracy yesterday afternoon, when the hearing of a charge against Cheng Hing-ii, a Sanitary Board interpreter, of having accepted a bribe was resumed, Mr. Lockhart-Smith, Assistant Crown Solicitor, called Sub-Inspector R. Cunningham who gave further formal evidence, which was followed by evidence of the statement made by the defendant after the charge was read to him. This was given by the interpreter of the Yaumatei Police Station who read the statement as follows: "I wish to answer the charge in court. I do not wish to say anything at present."

### THE DEFENDANT

Mr. G. K. Hall-Brutton then called the defendant who said that the evidence given by Ma Sing and Sul Shek-shui was false. The question of the time taken by the defendant to reach 87 Hollywood Road from his office on Saturday May 18 appeared to bear great importance in the evidence given. Witness also said that he had never received any money from Ma Shing.

On being cross-examined by Mr. Lockhart-Smith witness stated that he was certain that he caught the 12.45 p.m. ferry from Shamshuipo and walked from the wharf on arriving in Hong Kong up to Hollywood Road.

On being re-examined by Mr. Hall-Brutton witness said that he used the Shamshuipo ferry and walked both to the ferry on the Kowloon side and also from the wharf to 87 Hollywood Road on arriving in Hong Kong. At this stage the case was remanded to 2.30 p.m. on July 17.

## PETTY THEFTS

According to reports made to the Police a thief (or thieves) has been quite busy in the Happy Valley district on Monday for according to Mr. W. E. Hunt, of the Asiatic Petroleum Company, residing at No. 4 Broadwood Road, between 7.35 p.m. and 11.59 p.m. on Monday some-one stole from his car, which was parked in Link Road, the windscreen wiper, valued at \$12.

Dr. F. Bunje, residing at No. 17 Link Road, reports that between 11 p.m. and 2 a.m. a thief stole from his car, which was in the garage, his driver's licence, motor horn, a hammer and a spanner.

Mr. C. J. Avery, residing at No. 90 Leighton Hill Road, reports that between 1 a.m. and 7 a.m. some-one gained entrance to his flat by opening a window, and stole a camera and watch, valued at \$35.

Mr. T. Young, residing at No. 12 Duke Street, reports that about 4 o'clock yesterday morning some person gained entrance into his flat by opening a window, and stole a watch and some clothing, valued at \$23.

A fine of \$10 was imposed upon W. H. Gittins, of No. 4 Suffolk Road, Kowloon Tong, by Mr. Wynne-Jones at the Kowloon Magistracy yesterday for allowing his dog abroad in Essex Crescent without a muzzle on June 26. A fine of \$10 was also imposed upon W. Buehner, of No. 53 Cumberland Road, Kowloon Tong, for a similar offence.

## CHARGES DISMISSED

Shanghai, July 9.

The charges of smuggling some \$300,000 worth of diamonds into Shanghai, brought against J. B. Ipekddjian, H.M. Gregory and F. R. Gabbott by the Chinese Maritime Customs, were dismissed with relation to the latter two defendants in His Majesty's police court this morning.

Magistrate Haines, however, ordered the diamonds to be held by the court pending the appearance of Ipekddjian, at present absent from Shanghai.

Counsel's application for costs on behalf of Gabbott and Gregory, on the ground that the accusations were malicious, frivolous and defamatory, was refused.

Shanghai, July 9.

Mr. Chang Tso Pin, China's Ambassador to Tokyo, arrived in Shanghai this morning aboard the President Grant. This is the first time he has been in Chinese soil as an Ambassador.

# GAUGING YOUR SPEED

## Speedometer Test

Where the 30 m.p.h. speed limit is in force motorists frequently experience the annoyance of being compelled to drive behind a car travelling at 20-25 m.p.h. where the full rate permitted by the limit is perfectly safe. In some cases the unnecessarily slow speed of the man ahead may be intentional on his part; he may prefer to drive at 20 m.p.h. or 25 m.p.h. where 30 m.p.h. is allowed, though when that is so it is his duty—as indicated by the Highway Code—to keep well to the near side and allow faster vehicles to pass.

But in some instances it would be correct to assume that the "crawler's" speedometer was misleading him; that it was registering an appreciably higher speed than that at which he was actually running. For it is an undoubted fact that the majority of speedometers "read high" and some of them are very inaccurate in that direction. Quite recently I tested one and found that it was registering 38 m.p.h. while the car was travelling at 27 m.p.h.; it was more than 30 per cent. "high."

### NORMAL INACCURACIES

Tests running into scores show that 15 per cent. inaccuracy is nothing unusual, 10 per cent. is practically normal, the speedometer that is only 5 per cent. "out" at a given speed is exceptional, while strict accuracy can be said to be so rare as to be unattainable in practice.

The possible causes of inaccuracy in the instrument itself, its drive, and the reading of it were given recently in the "Herald," when an R.A.C. report on this subject was reviewed and it is not my present intention to deal with this aspect now.

Instead, I have in mind to suggest how the ordinary motorist can test his own instrument with a view to gaining an approximate idea of the extent of its inaccuracy, so that he may not be grossly misled, especially while driving in a speed-limit area.

A test is desirable for more reasons than one; but the chief reason is that the individual driver's instrument may be one of those that differ from the majority in that it registers "low"—a lower speed than that of the car. And need it be said that inaccuracy of that kind is dangerous, in that it may lead to trouble from the legal viewpoint?

### SUGGESTED TESTS

Precision in testing, so far as it is possible, can be secured only by running over a carefully measured distance, the driver maintaining, say, exactly 30 m.p.h. by speedometer, while a second person on the car times the run by a tested stop-watch.

If the car-owner can find a pair of milestones that do not lie on a road where there is a dependable stop-watch and a friend who can use it properly, by all means let a test of the speedometer be made by such methods and means, though it will not be easy to find a full mile of road whereon the driver will not be baulked in successive attempts to keep exactly to 30 m.p.h.

Assuming that the facilities just mentioned are not available, the following plan will give the rough indication of inaccuracy or accuracy, that at least is desirable. It is, admittedly, dependent upon the assumption that the instrument has the same percentage of inaccuracy in both speed and distance recording, and as a rule this assumption will be justified.

Drive at 25 m.p.h. along a main road moderately free from traffic (to avoid "snaking" as much as possible) and having milestones alongside, and check the mileage recorder against the latter, observing particularly the position of the tenths of a mile in the mileage panel when each milestone is passed.

The probability is that when the first mile has been covered the figure indicating tenths (the decimal figure) will be in a different position relative to the edges of the mileage panel from what it was at the start of the mile. If that be so, drive on past successive milestones until the car reaches one with a decimal figure in precisely the same position in the panel as the one that was observed when the test commenced.

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## NEW ROAD SCHEME

For Eastern Portion Of Island

One big vote, as well as six other votes, totalling \$148,075 are to be put before the Finance Committee of the Legislative Council on Thursday. Owing to unavoidable delays in 1934 the scheme of building a new road between Causeway Bay and Quarry Bay for which the large sum of \$117,000 allotted, is to come before the Council for discussion. It has been found that owing to the rapid progress carried on in the eastern portion of the island, additional funds are absolutely necessary in order to complete the scheme or else work will come to a standstill before the end of the year. The continuation of the section now in hand will cause greater acceleration in the scheme and as far as can be foreseen the final cost will not exceed the original estimate.

### ST PETER'S CHURCH

A sum of \$14,000 is needed as the first instalment of compensation for the resumption of St. Peter's Church. The Government has undertaken to provide a new site for a church to replace St. Peter's Church, West Point, which is to be relinquished to Government, and to grant the sum of \$50,000 towards the cost of erection of the new church. Preliminary work on the new church, which is situated at Kowloon Tong, has already started, and it is estimated that \$14,000 will be required this year for site preparation, retaining walls and piling.

### VOTE FOR DEFENCE CORPS

Since the Colony does not possess a suitable type of armoured car, a vote of \$7,206 is to be put forward for armoured vehicles for the Volunteers, who wish to have three motor machine gun combinations delivered in Hong Kong at the estimated cost of \$3,980.25 each, as well as a Vickers machine gun (complete) at \$3,225, thus totalling \$7,205.25. Provision was made in the current Estimates of \$18,500 for the purchase of an armoured car and of this amount \$6,500 has been allocated for armament leaving \$12,000 available. The armament already purchased will suit the machine gun combinations equally well.

Other votes are \$3,510 for uniforms for the Naval Volunteer Force, \$1,850 for uniform allowances to officers of the same Force, \$3,500 for construction of a landing place opposite Arsenal Street, and \$1,000 for fees to lecturers instructing probationers Asiatic Sanitary Inspectors.

### AN EXAMPLE

Supposing the test commenced opposite a milestone with the space between the decimal figures 5 and 6 exactly in the middle of the panel and at the end of the third mile the space between 7 and 8 was seen to be central. This will show that the recorder is two-tenths (one-fifth) of a mile "high" in three miles. Remember this, and drive another three miles to see if the same discrepancy is recorded; if so, it will be evident that the mileage recorder is 353 yards "high" in 5280 yards, or approximately 6.6 per cent.

Taking this percentage to represent also the extent of speed-recording inaccuracy, it is evident that when the car is running at, say, 30 m.p.h. the speedometer will register 28 m.p.h. or just about, if the car is maintaining a steady speed. (Speedometer "ray" will make the discrepancy greater or less if the car is accelerating or decelerating.)

## WEDDING BELLS

Mr. Daniel Winstom Luke, surveyor of the Public Works Department was married to Miss Jennie Teresa Hutchins yesterday morning at the Rosary Church Kowloon. The Rev. Father Rossi officiated at the ceremony. The bridegroom is Group Scoutmaster of the Catholic Cathedral Group Boy Scouts. Scoutmaster L. Tiu, of the Boy Scout Association and Mr. F. Silva of the Public Works Department witnessed the ceremony after which a reception was held at 23, Cameron Road Kowloon.

## JAPANESE FLAGSHIP DUE FROM NORTH

The Japanese flagship Tatsuta of the 5th Destroyer Squadron is due to arrive in Hong Kong some time to-morrow, bringing with her Rear-Admiral Shosuka Shimomura, Commander-in-Chief of the 5th Torpedo Flotilla. The Tatsuta, a second class cruiser, has a standard displacement of 3230 tons and carries four 5.5 in. guns and one 3 in. gun. There is a crew of 332 on board. The length of the vessel over all is 448 feet. She is due to leave the Colony on Monday, July 22.

## COMMON ACTION TO BE TAKEN

Basle, July 8.  
Common action to "defeat any attack on the currency of any country connected with the Bank of International Settlements, was decided upon to-day at a meeting of the Board of the Bank. The one American official of the bank has left Basle. There are difficulties in the way of finding a suitable American representative to take his place owing to the bank regulations that the American representative should reside in Europe.

## NOTED ATHLETE KILLED

London, July 8.  
The famous Oxford oarsman, Guy Nickalls, died in a Leeds hospital to-night from frightful injuries sustained in a motor car collision yesterday. Another man was killed outright in the crash.

## CHINESE MATCH FACTORIES

[Special to the "Hong Kong Daily Press" (Copyright).]

Shanghai, July 9.  
Convinced that co-operation and co-ordination will enable them to boost public demand and stabilize market prices, eight Chinese match factories in Shanghai have organized a joint office, which was inaugurated the day before yesterday and will start functioning on July 11.

As explained in their notice announcing the opening of the Joint Sales Office, the eight match factories state that in recent years there has been over-production of matches resulting in the fall of match prices. The reason for establishing the Joint Sales Office is to regulate production by mutual agreement as a measure of balancing supply and demand and thus stabilizing prices.

The Joint Sales Office, it is learned, will have branches at 14 cities, namely: Soochow, Nanjing, Kiang, Nanking, Linhai, Chin-kang, Wuhu, Nanchang, Hangchow, Foochow, Changsha, Amoy, Hankow and Ningpo.



# THE GIANT LINER NORMANDIE

## Many British Parts In The Vessel

### MR. SMITH'S INTERESTING TALK AT ROTARY CLUB

Some interesting and enlightening facts on the giant French liner, Normandie, were imparted to a large gathering of Rotarians and their friends by Rotarian D. Smith Hill at the weekly tiffin of the Rotary Club held at the Hong Kong Hotel yesterday and presided over by Rotarian L. Forster.

Welcome was extended to the following guests: Messrs. F. J. Ludowick (Sydney) Eugene Gluis (Adelaide) Rotarian S. K. Lim (Amoy), Messrs. T. G. S. Alexander, R. Ohl, A. Nissim, de Roux, Pirene (Hong Kong).

Rotarian Forster stated that it gave him great pleasure in welcoming the new members of the Rotary Club and started by welcoming Rotarian L. W. Amps who in reply to the president said that it was a great honour to be a member of the Club, as the Club consisted of men of various professions and to the profession of Civil Engineer he was a member.

The speaker stated that the definition of a civil engineer is that he is "a man who harnesses the forces of nature for the use and service of mankind." He was carrying on the work of that Institution and to which he would devote all his time during his life.

As to the new Hong Kong and Shanghai Bank Building being half a day late in the schedule he assured the gathering that it was more than that, but at the same time they can rest assured that that Building would be opened by 10.

The other new members are: Rotarian W. J. Carlie, head of the Sanitary Department and Chairman of the Hong Kong Travel Association, Rotarian V. Sorby, manager of Hong Kong Electric Co., Rotarian Yamanka, manager of Messrs. M.B.K. and Rotarians O. Eager and David W. K. Au who were absent.

The president then briefly introduced Rotarian D. Smith Hill the speaker of the day who said:

In this year of Jubilee celebrations it is not inappropriate that 25 years work in marine electrical engineering should have its culmination in the equipment of the giant French liner, "Normandie."

Nearly a quarter of a century ago the "Tyne-mount" was built with two 300-horse-power Diesel engine driven generators to supply the power for propulsion. Electricity has been in use in the British Navy for various purposes since 1874, but although it has been used for lighting in the merchant service for many years, it is only since the advent of the Diesel engine and the consequent elimination of steam from a large number of vessels that electricity has been used extensively for other purposes.

To-day almost all auxiliary machinery from the windlass in the bows, through the engine-room and hull to the steering gear in the stern is, in most, important ships, electrically operated. Great progress has been made in many countries, and in 1931 the power of the electrically-propelled ships of all nationalities exceeded 1,000,000 shaft horse-power.

British yards alone were responsible for the turning out of first class passenger-carrying tonnage totalling 70,000 s.h.p. Such ships as the "Strathairn," the "Strathnaver," the "Monarch of Bermuda" and the "Queen of Bermuda"—all over 22,000 tons—require about 30,000 s.h.p. each, but even these notable examples pale into insignificance beside the 180,000 horse-power required to send the new French liner through the water at the required speed of 30 knots or more.

#### EFFICIENCY AND COST

When the type of propelling and auxiliary machinery of a ship is under review the following requirements (in addition to those of efficiency and first cost), must be closely considered.

- The available space must be utilized to full advantage.
- The plant must withstand the arduous conditions of marine service with a minimum cost for maintenance.
- The vessel must be capable of being manoeuvred in and out of its berth making a fast run from port to port with sufficient reserve of power on hand to enable it to make up time lost on account of bad weather or a late start, due to delays in connecting services. It must also be capable of a quick turn round at each end of the voyage.

That electrical operation can satisfactorily fulfil all of these demands is by now an established fact.

#### THE NORMANDIE

Let us now consider the "Normandie." After all, I am supposed to say something about the subject of my talk to-day.

Built at Saint Nazaire by the Societe Anonyme des Chantiers et Ateliers de Saint Nazaire, the new liner has a gross tonnage of 79,000. She is 1,209 feet in length, 119 feet wide, and 91 feet deep from the promenade deck. She draws over 37 feet of water, and has a displacement tonnage of 87,500, so much for the dimensions.

The passenger carrying accommodation provides for 900 first class, 655 tourist-class, and 438 third-class passengers. The crew of the vessel numbers 1,300. In short, a total of over three thousand human beings, or the equivalent of a reasonably populated small town, at any rate, half as much again as the population of St. Helwyn Garden City, in Hertfordshire.

Very often in the past when some new liner has been completed, it has been suggested that the extreme limits of ship size has been reached. This opinion has been proved to be wrong—hopelessly wrong—by the decision of the directors of the Compagnie Generale Transatlantique to build the 1,029 foot "Normandie" and the directors of the Cunard Line the 1,018 foot "Queen Mary."

#### BASIC ARGUMENT

Apparently the basic argument justifying the construction of ships of this size is that by attaining a speed of about 30 knots, it will be possible to maintain a weekly service on the North Atlantic with two ships instead of the three required at present.

To attain this speed and in order to maintain economical schedule working, the ships must be of great size and large passenger-carrying capacity. In constructional details, in fact in almost every particular, the "Normandie" and the "Queen Mary" differ in general characteristics, however, in colossal size and high speed, they might well be considered as sister ships.

With less horse-power than that of the "Queen Mary," the "Normandie" has obtained the required speed by reason of the departure which has been made in the form of construction of hull and superstructure. The modernity of the profile, embodying features never before introduced in a passenger ship, is in striking contrast to the more orthodox profile of the "Mary Queen." The stern, for instance, is neither of a cruiser nor an elliptical type, and it may require the invention of a new technical term.

#### TWO FEATURES

Two very pronounced features are the pronounced rake of the bow and the curiously arranged ten foot breakwater which gives protection to the forward part of the ship. A further step towards lessening wind resistance, is the complete discarding of the usual type of ventilator. All ventilators, fans, and deck gear are concentrated in special houses at the base of the funnels, giving the additional advantage of entirely clear decks for the use of passengers.

In generating plant, the "Normandie" has a total of 150,000 KW. installed, or more than enough to run the whole of London's Underground Railway at top load. This capacity is exceeded by three only of Great Britain's

super stations (Barking and the two Deptfords), and is more than three times, in fact nearly four times, the size of the Hong Kong Electric Company's North Point station with its close to 40,000 KW. of installed plant. More than ten Hong Kongs could comfortably be catered for electrically by the new liner's power station.

#### ACTUAL PLANT

Dealing with the actual plant, the boiler room and turbine room are laid out and arranged in excellent fashion. Plenty of space has been provided for galleries and ladders, thus enabling the engineers to move about swiftly and easily.

There are twenty-nine main boilers supplying steam to the turbines at a pressure of 400 lbs. per square inch. They are oil-fired; that is they burn crude oil in the furnaces by means of specially designed burners, four to each boiler. The air for combustion is supplied by twenty-one fans, supplying a total of 1,155,000 cubic metres of air each hour.

In addition there are four small boilers supplying steam for general purposes at a pressure of 142 lbs. per sq. inch. These are for such things as water heaters, steam for laundries and lavatories, and so forth.

Four steam turbine driven generators supply the power for propulsion. They are of 33,400 KW. capacity each, and work at a speed of 2,630 revolutions per minute, that is, normal full speed. The terminal pressure is 6,000 volts.

Each machine is independent, and cannot be run in parallel with another machine in order to share the load as is done in most land stations.

#### THE PROPELLORS

Four 40,000 h.p. synchronous motors, each normally supplied by one generator, drive the four propeller shafts at a normal full speed of 243 r.p.m. The propellers themselves are sixteen feet in diameter, and weigh over 23 tons each. A total of 160,000 horse-power is transmitted by these propellers, and this is roughly equal to the effort of one hundred of the most powerful type of locomotives in Great Britain.

The entire propulsion machinery is accommodated in six watertight compartments and is entirely separated and distinct from that supplying power for general service about the vessel. This is taken care of by six turbine driven direct-current generators of 2,200 KW. each.

The designers decided against the use of alternating current for general purposes, and I do not propose going into the various technical reasons for this.

#### ELECTRIC USES

A modern liner is really a floating hotel and when at sea the travelling public demand a standard of comfort as high or even higher than that at the best hotels ashore. The shipowner therefore in his efforts to attract the travelling public to his ship, has concentrated upon electricity as a means of providing every known measure of comfort and of safety. Consequently the most up-to-date types of lighting, heating, and cooking equipment are installed. Telephones and lifts are provided, and many other refinements such as illuminated signs and signalling systems.

Apart from safety and speed, a ship's reputation may be made or marred by the quality of its

## THE CRUISERS LEAVE

### Tension Relieved

With Admiral Chan Chak on board the Hai Chi, the two rebel cruisers, Hai Chi and Hai Shen, left at about 2.30 a.m. yesterday morning for Shanghai, having caused much concern during their stay of almost three weeks in the Colony, and at one time bringing the situation to a serious state.

Arriving in Hong Kong on June 19, serious developments took place two days later when the adventurous mutineers left the harbour and met with opposition when just off Waglan Island, having encountered the Northern cruiser Ning Hai which called upon them to stop, but as this order was unheeded, the Ning Hai proceeded to drive the two ships back into the harbour by gunfire.

#### SETTLEMENT EFFECTED

The Ning Hai, with Vice-Admiral Chien (Vice-Minister of the Navy) and Capt. J. V. Morse, British naval adviser, aboard, later came into port, and subsequently several other warships from the North arrived here. Efforts were made by Vice-Admiral Chien to reach a settlement with the runaway cruisers, but when these failed the Ning Hai and the other Northern cruisers departed.

A few days ago, Admiral Chan Chak, of the Naval department of the Nanking Military Council, arrived here from Shanghai for the purpose of settling the dispute. He immediately conferred with the officers of the runaway cruisers and later announced that a settlement had been reached, under the terms of which the Hai Chi and Hai Shen would return to Nanking.

## SHARK IN TYTAM BAY

For some time now reports had been current to the effect that sharks had been seen in Hong Kong waters. Yesterday the rumours were borne out when a Chinese fisherman caught one of the fish in Tytam Bay—about six feet long—and secured it means of a harpoon.

The shark, which was six feet long and about 200 pounds in weight, with a girth of 4 feet 2 inches, was sighted by the fisherman, who managed to harpoon it and bring it safely ashore.

The catch caused great excitement amongst the fishermen and the shark was later taken to Sha-ti-wan to be sold as food.

sine, and the Compagnie Generale Transatlantique has taken full advantage of the unrivalled facilities offered by electricity in this direction.

#### PRECAUTIONS

Special precautions have been taken against fire, and each cabin is fitted with an electrically operated fire-alarm.

All wood panelling is asbestos lined throughout and every wire entering a cabin is separately encased in a metal tube which has been coated with insulating enamel. Particular attention has been paid to the panelling, more than thirty different kinds of ornamental woods being used. A supposedly new feature on ships of this type is the provision of two suites of cabins each with a complete open private deck. Forty cabins have private terraces.

It is gratifying to note that a number of large British firms are represented on the French giant, and having supplied a fair amount of important auxiliary machinery and switchgear. I am indebted to several technical publications for most of my notes, and particularly the "Electrical Review," the "Electrician," the "Engineering and Boilerhouse Review," and last but not least, the Journal of the Institution of Electrical Engineers.

#### VOTE OF THANKS

At the close of the speaker's talk Rotarian Montague in proposing a vote of thanks said he did not know why he should have been asked to perform that service, perhaps it was due to the subject being one concerning France and that he being a Frenchman. He then explained how the word "Normandie" came about and said that there had been a great improvement made since the ship was launched, crossed the Atlantic. The present steamer is two horse-power to one ton as compared to the

## BIG BAD BULL

### Liberty, And Then Death

It resented the attentions that it received at the hands of the attendants at the Slaughter House, Kennedy Town, on Sunday night, so it broke away. "A very vicious beast" was the description given to it by the Police who sent out a posse to track it but without any success.

For two days it roamed about at will, though liberty did not in any improve its temper for it was stated that a Chinese coolie was very nearly gored by the "big bad bull" as it was rounding a corner.

It was evidently a bullock which liked roaming about for it went as far as to the Peak and then, yesterday morning, it deserted the "highlands" and was seen close to the junction of Conduit Road and May Road. It was, for a change, behaving itself, grazing quietly in a grass plot, but the people who had heard about its antics left nothing to chance and communicated with the Central Police Station. As a result Sergt. Scott, armed with a Greener gun and ball ammunition, was sent to the spot where it was last seen and together with other police officers he followed the animal for a short distance and then, approaching it, fired point a shot which hit the bull in the heart. It sank to the ground without a struggle but to make doubly sure the second shot was fired and that was the end of the naughty bull that broke away.

The carcass was removed to Kennedy Town by coolies of the Sanitary Department, and the greatest pity about the whole affair was, according to a Chinese who saw the healthy animal, that it might have made such a good meal!

## EXPLOSION ON STEAMER

### Coolies Badly Injured

A terrific explosion in the coal bunker of the s.s. Nagasaki Maru (M.B.K.) at about 7.45 a.m. yesterday, less than two hours after her arrival from Otaru (Japan) with about 6,000 tons of coal on board, necessitated the removal of two Chinese coolies and a Japanese sailor to the Kowloon Hospital suffering from severe burns to the face and body.

The boat left Otaru on July 1 and arrived at 6 a.m. yesterday and anchored at midstream when shortly after 7.45 a.m. a terrific explosion occurred on board. The master and Chief Officer on ascertaining the cause quickly got in touch with the Water Police who on their arrival found in the coal bunker various opium smoking paraphernalia.

On examination it was found that the explosion was due to the coolies striking a match in the bunker, and when it was lighted immediately came into contact with the coal gas, resulting in the explosion. A Japanese sailor who was standing near the derrick at the time was burnt about the face by the flames which emanated through a hole from the broken plates immediately after the explosion.

The two Chinese coolies came out of the hold with terrible burnt injuries to their faces and bodies and immediately collapsed.

The three were later removed to the Kowloon Hospital where it is stated that the injuries of the two Chinese coolies are more severe than those sustained by the Japanese sailor.

Other than a few broken plates there was very little damage done to the boat.

hose power to three tons with the Washington.

Many people had said that the building of such a big boat was a mere waste of money in such time of depression but he assured the gathering that the construction of that giant liner had afforded work to thousands during the three years and that it afforded trade of other descriptions with other countries.

The Messageries Maritimes are contemplating changing the speed of the "Felix Roussel" and "Felix" to that of about 25 knots a day in the future and will only take about 23 to 24 days at the present 20 knots. "Felix" is from Shanghai.

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## ITALIAN CAMPAIGN IN EAST AFRICA

### Operations May Begin In August

Rome, July 9. Reports of the possible abandonment of the Italo-Abyssinian Commission meetings at Scheveningen have caused little surprise, still less disappointment, in Italy where it is generally believed that no radical settlement is achievable by conciliation.

There is every indication that Italy intends to obtain satisfaction by military operations and the desire is expressed in some quarters to begin the campaign before August 25 when the dispute is due to come before the League of Nations. On the other hand it is considered unlikely that Italy will start operations against an Abyssinian Army numbering nearly a million men without at least a quarter million men in East Africa.

Although it is difficult to ascertain accurate figures, it is believed that Italy has now a force of 150,000, including native troops in the colonies. The question of water supplies and the fact that the rainy season does not end until September are other important considerations.

The Italian military staff have all plans laid for the campaign, but unless their hand is forced by a threatening attitude on the part of the League, operations are not likely to begin at least before the end of August.—Reuter.

Scheveningen, July 8. The deadlock persisted to-day in the labours of the Italo-Abyssinian Conciliation Commission which has not yet invited the Ethiopian spokesman, Professor Jeze of Paris University, to continue his pleadings.

Professor Jeze was interrupted on Saturday by the Italian members of the Commission who refuse to accept a part of his evidence. It is understood the hearings will be delayed until the Italian members have received instructions from Rome.

Meanwhile, in London, the Abyssinian situation will be the chief topic of conversation between Sir Samuel Hoare, the Foreign Minister, and M. Avenol, Secretary-General of the League of Nations, who arrived from Geneva to-night.

If the conciliation commission is unable to appoint an arbitrator by July 25, the matter of the Italo-Abyssinian dispute will automatically come before the League Council.—Reuter.

#### NOT WORTH GOING ON?

Scheveningen, July 8. The Italo-Abyssinian Commission will decide to-day whether it is worth its while to continue its hearings in view of the Italian members' protests against the declaration of the Abyssinian spokesman, Professor Jeze.

Professor Jeze declared that Ualul, where the incident occurred which started the present tension, is in Abyssinian territory. The suggestion was that Italian troops had no business there.

The Italian members contend that the Commission is only empowered to consider the causes of the incidents over which Italy complains, and has nothing to do with the delimitation of the frontier. The Italians refused to hear further evidence from Professor Jeze.—Reuter.

#### INSATIABLE CURIOSITY

London, July 8. The insatiable curiosity of members of the House of Commons respecting Mr. Anthony Eden's proposal to Signor Mussolini for the cession of British territory to Abyssinia in order to make possible the settlement of the Italo-Abyssinian dispute, accounted for the large number of questions in the House this afternoon.

At the outset an unsuccessful attempt was made to draw the Foreign Secretary, Sir Samuel Hoare, in regard to what he would say at next Thursday's debate on the Italian demands to Addis Ababa. The Minister did inform Lieut.-Col. Asland-Troyte that one condition which would have accompanied the proposal of ceding British territory to Abyssinia was the guarantee that such ceded territory should not be used in the slave traffic in any way.

Light upon the extent of the British authority in Somaliland was next sought by Sir Arnold Wilson, and Mr. Malcolm MacDonald, Colonial Secretary, replied. It was not British territory, he said, but a protectorate. His Majesty did not possess full sovereignty there but had exercised for many years full powers of administration and jurisdiction, by usage as well as the treaty of 1894.

#### NO ANSWER GIVEN

The tribes would have been consulted, said the Minister, with a view to arranging the transference of the necessary rights, had Signor Mussolini accepted Mr. Eden's suggestion.

The status of British Somaliland was the same as Uganda and Kenya, but Kenya was British

subjects whereas the Somalilanders did not enjoy in the Empire all rights and privileges of a Briton. They had to register with the police as aliens on entering Britain unless individually exempted.

No answer was given to Sir Arnold Wilson's request for assurance that the treaty of 1925, ceding Jubaland without the inhabitants' consent, would not be followed.

The port of Zella, said Mr. MacDonald, was in a territory which contains thirty wells. It is country which is of the greatest importance to the well-being of the nomadic tribes which depend upon the wells of the watering-places for an existence.—Reuter.

#### IN THE HOUSE

London, July 8. In the House of Commons to-day the Foreign Secretary, Sir Samuel Hoare, was questioned regarding the stipulations made by the British Government in 1923 as a condition precedent to the withdrawal of opposition to the French proposal, supported by Italy, for admission of Abyssinia to membership of the League of Nations. He replied that the special condition upon which the United Kingdom, in common with other members of the League, agreed in 1923 to the admission of Abyssinia was that that country should sign a declaration undertaking: firstly, to endeavour to secure complete suppression of slavery and of the slave trade; secondly, to abide by the rules which other countries with territories in Africa had already agreed to follow regarding import of arms and munitions; and, thirdly, to provide the Council with information when so requested and take into consideration any recommendations which the Council might make about Abyssinia's obligations.

#### RECENT REVIEW

It would be difficult, he added, on information available to express an opinion on the efficiency of the measures taken by the Ethiopian Government in regard to slavery. These measures recently had been reviewed by the League's Committee of experts on slavery.

Further information was given at question time to a group of members who had been disturbed by the suggestion, of the transfer of a corridor along the frontier of British Somaliland which was contained in a conditional proposal recently made to Italy by the British Government. Sir Samuel stated that any definite proposal which His Majesty's Government might have made to cede to Abyssinia the port of Zella and the corridor of British Somaliland would have been accompanied by safeguards designed to protect the interests of the inhabitants of the territories concerned.—Reuter.

#### CHINA MERCHANT SHIP PIRATED

Shanghai, July 9. The China Merchants Steam Navigation Company vessel, Li Chi, 305 tons, was pirated on the night of July 1 while proceeding to Shanghai from Huchow, a port of North-Cheking.

Several of the crew were wounded when they resisted the attack of the pirates, but the passengers were not molested.

The attackers boarded the vessel from two junks and decamped with loot valued at about \$10,000.—Reuter.

## LARGE SILVER PURCHASES

### Sharp Decline In Dollar

London, July 9. Repercussions on Saturday's sensational developments in the bullion market are already reflected on the Foreign Exchanges where the dollar weakened sharply owing to large silver purchases which the United States have been obliged to make.

It is estimated that America absorbed between twenty and twenty five million ounces of silver between July 8 and July 9 and there is every likelihood they will be obliged to buy heavily to-day.

The weakness of the franc in terms of sterling is only partly due to the fall of the dollar. The main cause has been nervousness and possible trouble in Paris on July 14 when there will be big Communist and Fascist demonstrations. The French authorities have taken precautions, but the market is nervous lest the opposite factions meet in the streets.

British control has been quietly operating to check the rise in sterling.—Reuter.

#### SILVER MARKET

(From Our Own Correspondent) London, July 9. London silver prices to-day were down 3/16 on "Spot" and 5/16 on Forward as follows:—

Spot ..... 30-7/16 30-1/4  
Forward ..... 30-9/16 30-1/4

London on New York cross rate at 2 p.m. to-day was 4.9756 compared with 4.9675 at closing yesterday.

## AMAZING SCENE IN COURT

### "New Life" Editor Sentenced

Shanghai, July 9. Chung Yuan, editor and publisher of the "New Life Weekly," was sentenced by the Kiangsu High Court to-day to fourteen months' imprisonment.

There was an amazing scene in the packed Court as the Judge pronounced judgment. The defence attorney, banging his fist on the table, cried "China's law has been conquered by Japan!" Spectators rose shouting "Down with the Nanking Government, down with the Japanese imperialists!" Hundreds of denunciatory handbills written in Chinese were showered in the Court.

In this scene of confusion the Judge and his assistants made a hurried departure by the side door. The police riot squad was called out and finally cleared the courtroom and dispersed the crowd.—Reuter.

## FLOODS AT HANKOW

### Water Still Rising

Nanking, July 9. The water level on the Upper Yangtze receded Monday but a further rise was registered between Hankow and Anking.

According to an official bulletin the level at Chungking and Ichang has dropped considerably, almost a metre in the first instance and almost two metres in the second. The rise of 2.4 metres at Hankow, however, leaves cause for alarm.

The National Economic Council has allotted over \$200,000 for flood prevention work.

GLOOM DISPELLED Sunny weather and a clear sky have cheered up Hankow from the flood gloom, while the water-mark at 4 p.m. was 49 feet which was an infinitesimal rise.

Chungking, Ichang, Changsha and Kuikiang all registered slight falls, while there is no news from Shao for three days. Yochow and Wuhu both registered slight increases.

## DEFINITE LIMIT ON GERMANY

### Von Ribbentrop Agrees

(Special Air Mail Service)

London, June 22. A complete agreement on the points already discussed was reached at the Foreign Office by the British and German naval delegates, says a correspondent.

France's reply to the British Note on the Anglo-German talks is stated by Reuter to be of a "chilly" nature and to contain a protest against German naval expansion.

The agreement reached between Britain and Germany, as a result of the conversations which have been proceeding in London for some days, is of great importance.

The basis of the agreement, I learn in official quarters, is that in no circumstances shall Germany's naval strength exceed 35 per cent of British naval strength.

This limit of 35 per cent is to apply strictly to total tonnage but not strictly to all categories of ships.

There may be certain latitude and certain exceptions in the application of the 35 per cent, to categories. For example, where the 35 per cent was not limit up to, in one category, the deficiency might be transferred to another category.

#### DEFINITE LIMIT IMPOSED

I understand, however, that there will be certain restrictions on liberty to transfer tonnage in this way, but details on this important point are not yet available.

The agreement is regarded as of great importance in London, because it imposes a definite limit on Germany's Navy in relation only to the British Navy.

We are, therefore, the governing factor in Germany's naval expansion.

Agreement on the basic principle that Germany shall not build up to more than 35 per cent of the British naval strength was reached finally at a meeting to-day between the two delegations.

## KING RECEIVES AMBASSADOR

### Mr. Quo Tai Chi Welcomed

London, July 9. His Majesty the King received Mr. Quo Tai Chi to-day, on his elevation as Ambassador, at Buckingham Palace.

As is customary in the case of Ambassadors (Ministers provide their own conveyance), three Royal carriages, each drawn by a pair of bays, with coachmen and footmen in crimson uniforms and cockaded hats, were sent to convey the Ambassador who, accompanied by Dr. Chen Wei Ching, Counsellor to the Embassy, Tsen Yeo Chu, Naval Attaché and three other members of the Embassy proceeded to the Palace.

Mr. Quo Tai Chi was in the first carriage, accompanied by Sir Sidney Clive and Marshal of the Corps of Ambassadors.

The reception was in the State ballroom. Mr. Quo Tai Chi presented new letters of credence to the King, who welcomed him very warmly and chatted with him for several minutes.

Sir Samuel Hoare, who had an earlier audience of the King for half an hour was also present.—Reuter.

#### U.S. AMBASSADOR

Shanghai, July 9. It is learned from Nanking that Mr. Nelson Johnson will present his credentials to Mr. Lin Sen, President of China, on July 17 as first American Ambassador to China.—Reuter.

#### EMPIRE VISITORS

London, July 8. Members of Empire Parliaments in London, as guests of the United Kingdom branch of the Empire Parliamentary Association, were received to-day by the King at Buckingham Palace.—British Wireless.

A Customs notice forbids navigation by night where the water is above the river banks.—Reuter.

Sir Samuel Hoare, Foreign Secretary, and Sir Bolton Eyres-Mounts, First Lord of the Admiralty, were the chief delegates for Britain, and Herr Von Ribbentrop the chief delegate for Germany.

Further meetings are to be held mainly on outstanding technical questions, during the next few days but the conversations will most probably be concluded on Friday.

#### FRANCE CRITICAL

There has been constant consultation and communication between the British and French Governments during the Anglo-German conversations, and this consultation is continuing.

A French Note on the subject was handed to the British Ambassador in Paris last night.

France is critical of the Anglo-German agreement and reserves liberty of action in her naval construction when the Washington Treaty expires on December 31, 1936.

France considers that naval armaments should not be discussed and form the subject of agreement apart from the general problem of armaments.

She also considers, I understand, that a German naval strength of 35 per cent of the British is more than is required, and approximates too closely to the naval strength of France, with her considerable Colonial Empire.

IT LEAVES FRANCE FREE It is pointed out, however, in London, that the Anglo-German agreement leaves France free to adjust her navy to her own requirements.

The attitude of Italy to the Anglo-German negotiations, upon which she has been kept informed, is at present non-committal.

An Italian Note received in London states that Italy reserves her judgment, but is ready to discuss the situation at any time.

## MISSION FIELD

### World Meeting In The East

(Special Air Mail Service)

London, June 22. The twenty-fourth annual conference of the British Missionary Societies, now meeting at Swanwick, supported the preliminary proposals of the International Council to hold a world meeting in India or the Far East in 1938.

Rev. William Paton, secretary International Missionary Council, said it would be concerned with questions of a self-governing Church and missionary enterprise at the opening of a new era. With the rising tide of evangelistic zeal and Neo-Paganism on the one side and economic stringency on the other, the Church could not allow the present use of its resources to be petrified, and progress was only possible through combined action.

#### COMMON ACTION

Arising from a discussion on fellowship in evangelism the conference passed a resolution which, after calling attention to the growing power in the world of anti-Christian forces on the one hand and of younger Churches on the other, counselled missionary societies to review methods of arousing and educating home Churches to the truth that overseas work depends on the civil and spiritual life of the members at home. All that had been said about the need of evangelism and the avoidance of overlapping and closer co-operation in Christian effort abroad could be said no less forcefully about home Churches.

The conference believed that, without raising controversial questions, the Church could make a large measure of common action possible.

The Christian Church must combat the rising tide of anti-Semitism all over the world, said Dr. Conrad Hoffman, secretary of the International Committee on the Christian approach to the Jew but in many parts it was not witnessing to Christ as it should do. In some countries the clergy were anti-Semitic, and to German Jews anti-Semitism was synonymous with Protestantism. In Britain Jewish converts were not welcomed and there was increasing anti-Jewish propaganda in various forms.



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## COMMONS STATEMENT

### On China Position To-day

(Special Air Mail Service)

London, June 22. Representations made by China to the British Government in connection with Japan's attitude in North China will be the subject of a statement in the House of Commons by Sir Samuel Hoare, the Foreign Secretary. Any report which Sir Samuel may make will necessarily be of an interim character.

Following several visits to the Foreign Office last week by the Chinese Minister in London, Mr. Quo Tai-chi, the British Government has instituted inquiries in both Tokio and Peking. The object is to secure a clearer and more accurate appreciation of the position in North China, and of the aims of the Japanese Government.

In particular, it is not certain how far the latest Japanese demands have been authorised by Tokio, and how far they are put forward on the sole responsibility of the local military commanders. China has apparently contended, through her London Ambassa-

dor, that the Japanese action constitutes a violation of the Nine-Power Treaty concluded at Washington in 1922. Similar representations have not, seemingly, been made in the capitals of the other signatories.

#### NO SINGLE ACTION

I assume that Sir Samuel will make it clear that in this matter Britain could not act independently. Indeed, I believe, that the position has already been discussed with the United States Government, among others.

The signatories of the Nine-Power Treaty are the British Empire, the United States, Belgium, China, France, Italy, Japan, Holland and Portugal. The contracting Powers, other than China, agree

To respect the sovereignty, the independence and the territorial and administrative integrity of China.

To refrain from taking advantage of conditions in China to seek special rights or privileges.

## MANY LIVES LOST

### In New York Floods

Albany, New York, July 8.

There has been serious loss of life, highways are flooded to a depth of from four to six feet, bridges and dams have been washed away, houses destroyed and crops ruined, by disastrous floods which followed torrential rains throughout New York State. The damage is estimated at well over \$2,000,000.

One man has been killed by lightning, four others were drowned when a bridge collapsed into a raging river near Ithaca, two others were drowned when a motor car was swept off the highway by flood waters. Altogether fourteen are known to be dead and four more are missing.

Fifty families narrowly escaped death when a dam burst in Woodstock County. They only avoided the rushing torrent of debris-littered water by climbing a cliff 400 feet high.

Seventy-five persons are reported marooned without food, in motor cars and buses throughout the state.

Gas and electricity is cut off from Hornell, where the police station, fire station and Salvation Army building are packed with refugees.

Villages in the Mohawk Valley are submerged in 10 to 12 feet of water.

#### NURSE MISSING

Among the missing are a nurse and two little children who are believed to have been drowned when the cottage in which they were living in the exclusive resort at Geneva, N.Y. was swept into the lake.

Over 600 feet of railway track was washed out at Canastota.

## WORK FOR THE UNEMPLOYED

### Group Holdings In Britain

London, July 8.

It was announced to-day that 2,000 families will be settled on land in groups of forty each in Northumberland, Cumberland, the Midlands and the South Country under Government schemes for relieving the depressed areas in the next two years.

The men will be selected from those anxious to earn a living on land already partly trained as allotments for group holdings. Each group will draw unemployment allowances in the first year of work under expert supervisors.

The working capital will be provided partly by free gift and partly by loan on easy repayment and no interest will be charged. About 1,300 more men also will be started by time work on allotments of group holdings.

An analysis of the unemployment returns increases general satisfaction with the position. The coal mines with an increase of 37,200 unemployed is the worst showing due to normal summer slackness which also adversely affects the tailoring, motor car and boot manufactures. Otherwise in all the industries employment is up. Even in the coal industry there are 58,041 fewer unemployed than a year ago. Trade Union statistics show the purchasing power of wages to be higher than it has ever been.—Reuter.

and four trains are stranded at Hailo. Several rivers, including the Delaware, have overflowed their banks and have caused havoc throughout the state.—Reuter.



## THE SCOTTISH OPEN

### Produces Record Golf Scores

(Special Air Mail Service)

London, June 22. There was an avalanche of scores in the 80's in the Scottish Open Championship, which was begun on the King's Course here to-day, writes a correspondent.

In the first of the two qualifying rounds for 80 places in the Championship proper, 11 players broke 70, a happening in a major event on a first-class course in this country of which I have no previous recollection.

I was prepared for something of the kind, and three players created a new record—37—for the altered course. While the scratch score is 76, the strict par is 71.

Alliss, T. Wilson, professional at Littlehilt, one of a number of Glasgow municipal courses, and J. Burton, of Southport, each with 67, knocked four strokes off the par figure, an achievement of no small merit.

Recent events have shown quite clearly that Bobby Jones' old dictum that an average of 4's would win any championship, no longer holds good, except, of course, where circumstances and conditions are abnormal.

#### A HAPPY AUGURY

From this spate of low scoring it is a reasonable deduction that the chances of Britain retaining the Open Championship, which is to be decided next week at Muirfield, are exceedingly bright. From this aspect it is encouraging to know that the players on whom most reliance will be placed are in such brilliant form.

Though perhaps of little or no significance, the only American player competing to-day—J. Ezar, from Texas—took 73. He was not displeased, because of a confident feeling that he will qualify. Still, Ezar is already facing a deficit of six shots with only one round played. He may be satisfied, but it appears to me to be a rather heavy load to carry.

The 67 of Alliss was not only a stylish but a very worthy performance of a player who appears able to work miracles if the putter behaves. After experiments with various implements, he had returned to an old orthodox aluminium putter, which is an ideal weapon for rolling the ball up to a hole on these huge greens.

#### GREAT MASHIE SHOT

Alliss played a beautiful mashie shot to the fifth and holed the putt for a two. His first indifferent shot was at the seventh, where his second was bunkered at the left-hand corner of the green. Then followed a couple of "birdies"—a two at the eighth, where he almost holed his tee shot, and a three at the ninth, where he ran down a putt of four yards.

Out in 32, he proceeded at the same merry rate until the 13th, where, from the top side of the green, with a wicked, if not impossible, slope to negotiate, he took three putts. Alliss could scarcely be blamed, though he should have been wary of the position in which he found himself. He was past the pin at the 14th with a glorious brassie shot, and got a par three with the greatest of ease.

Then came the fifteenth, a hole that seemed to bither most players, though why it should I cannot, for the life of me makes out. True, the drive is blind, but there are acres of room, while both shots to the green are down hill. Alliss pulled his drive, and was trapped with the second shot, played with a No. 4 iron. This cost him a five. He finished in the par figures—3, 4, 4.

#### INSPIRED START

A putt of three yards at the first for a three gave Wilson, a golfer of the true Scottish type, the necessary inspiration. He followed this with a couple of "birdies"—a two at the fifth and a three at the sixth, a beautiful spoon shot nestling close to the pin. Wilson found trouble at the 18th, and took a five. He finished in 35 to the top of the record.

Burton's 67 was a model of steadiness. He had only one 5, and it came, curiously enough, at the fatal 15th. He missed a putt of a yard at the 16th and 17th for a 2 and a 3 respectively. Otherwise he would have led the field. A sturdy, businesslike player, Burton was only twice off the course, but in each case saved himself by holing putts of three yards.

#### CONSISTENT BROTHERS

As masters of consistency there is not another trio of players to compete with the brothers Whit-

combe. They were among the eleven to break 70. Charles and Ernest each returned 68, while Reginald, the youngest, was one stroke more.

"Out in 35, Ernest came home" in 35 with a 3 at the 17th, where, following a particularly long drive, he placed a mashie-niblick shot dead. He needed a 4 at the last hole in order to make a quadruple tie for the record. Instead, he took a 5, his long approach putt being woefully short.

The quality of the play of Charles Whitcombe may be gauged from the fact that he had only one 5—at the notorious 15th. Taking a 4 at the short 16th, where his tee-shot was bunkered, he also failed by a stroke to tie for the new record. It was good to see Mitchell crashing the ball with much of his old confidence. Out in 32, with a superb 3 at the 4th, where he hit a great spoon to within a yard of the pin, and a 2 at the 8th, Mitchell spoiled what would have been a startling score, by a bad finish.

He took 6 at the 15th, a 4 at the short 16th, and a 5 at the 18th, where his second shot scuttled far through the green. Though these adventures meant a loss of 4 shots, Mitchell finished in 69.

The other players to return a score of 69 were Holland, Seymour, and Compton. W. G. Cox, the Addington assistant, would assuredly have found a place among the elect but for the putting, which completely mystified him. At none of the four short holes could he get a 3, yet he finished in 73. In other departments, especially the driving, his game left little or nothing to be desired.

#### COTTON'S BRILLIANT FORM

Henry Cotton was in brilliant form yesterday during practice at Muirfield for the Open Championship, which will be decided there next week.

He played with F. Robertson, his assistant at the Waterloo Club (Belgium), and went round in 65. Later, though missing one or two putts, he had a score of 69.

W. Lawson Little, the American holder of the British amateur title, practised with R. Sweeney, an Anglo-American. At Gullane he had a round of 72, and at Muirfield 75.

**MISS WETHERED'S SOUND PLAY**  
Baltimore.—Miss Joyce Wethered partnered by Johnny Dawson, finished all-square with Ralph Beach and Roland Mackenzie in a four-ball match here yesterday. Miss Wethered again did well from the tees, occasionally driving over 280 yards.

She went round in 73, two under the women's par for the Baltimore Country Club course. Her partner returned a 71, Beach also had a 71, and Mackenzie, a 74.

#### U.S. DISCUSSIONS ON CHINA

Sir R. Lindsay At State Department

(Special Air Mail Service)

London, June 22. Sir Ronald Lindsay, the British Ambassador, called at the State Department, and had a conversation with Mr. Phillips, Assistant Secretary of State, on recent events in North China.

The Japanese Ambassador and the Chinese Minister have also had interviews with the State Department on their own initiative.

These talks, described as merely an exchange of information on the developments, show the constant change in the situation.

Mr. Phillips stated, after Sir Ronald Lindsay' visit, that the United States' Government had not yet arrived at any decision as to what action, if any, would be taken. They were in close contact with their ambassadors in Peking, Tokio and London, as well as with representatives in America of the powers having interests in the Far East.

It is understood that the Chinese have not made any protest against the violation of the Nine-Power Treaty, and that the question of its invocation has not been raised in talks with representatives of the other signatory powers.

It is admitted, however, that two phases of the situation, which have not been disclosed, have received the special attention of the State Department. Great Britain's attitude is being closely watched.

## AT WIMBLEDON

### Broadcast Talk

Mr. Denis Hazel gave a broadcast talk "On The Championships" last evening and below we give part of his address:—

Once more, the Tennis Championships at Wimbledon are over, and now all interested eyes will turn to the final stages of the Davis Cup with the Challengers attempting to wrest it from Great Britain, and our very strong determination to keep it in the Country this Jubilee year. While any defending Country always tries its utmost to defend the Davis Cup, I am sure our Tennis Team will wish to hold it this year even more than any other.

This Jubilee Championship Meeting has been a most interesting one. Players of twenty seven different Nationalities have come over to struggle for the Supreme Crown of the Lawn Tennis World. Some entering for the first time for the experience of this most wonderful Championship meeting—knowing they have as yet no possible chance of winning, yet come for the love of the game and the opportunity of meeting both on and off the Courts the pick of the Tennis players of the World.

On the final Saturday evening, and usually at the Savoy Hotel, the Lawn Tennis Association of England entertain all foreign competitors and visiting Association Officials, as well as the leading British players to a reception followed by a dinner and dance.

Here players and officials irrespective of importance meet on a common footing with complete freedom and friendliness and a most enjoyable relaxation (after the strain of the last fortnight) is experienced.

#### ELEMENT OF SURPRISE

The Element of surprise or certainly the unexpected makes any sport attractive. To be able to forecast "form" with certainty would take away a lot of the pleasure of the game. In this Jubilee Meeting we have certainly had upsets of form making a series of thrills for the entertainment of the general public.

The outstanding player at this meeting to play convincingly and true to form was F. J. Perry and his win over Von Cramm in three straight sets in 73 minutes shows how definitely outstanding a player he is.

Tilden has talked a lot about vines and some of the others in his professional troupe and that they would all beat Fred Perry, with ease, but I don't think so, yet it can never be proved, and I personally think it is a very great pity that Professional and Amateurs cannot have an Open Tennis Tournament as well as the Amateur Meeting at Wimbledon in the same way as there are the two Golf Tournaments both in England and America.

#### OPEN TOURNAMENT

This Golf Tournament open to both Amateurs and Professionals, has in no way detracted from the Amateur Meeting or the Ryder Cup and I don't see how, why or what the Tennis Amateurs will lose by having one "open to all" meeting.

Actually I go as far as to say that the Tennis of both Amateurs and Professionals will be greatly improved thereby.

One can only give an opinion but Tilden has been wrong in his statement before and I think he is again. It might take Perry a little time to adjust his game to the electric light and canvas surface on which most of the Professional games are played, but I feel sure Perry, like Bobby Jones at Golf could and would hold his own against all comers.

I am afraid I have rather digressed from my subject of a discussion of these Championships, but the opportunity was too great to be missed.

Let us see how some of the players in the Men's Singles were eliminated.

#### MCGRATH AND BOROTRA

McGrath of Australia, after an indifferent and to his Countrymen, disappointing showing in Europe, pulled off a surprise packet in so convincingly beating Wilmer Allison, America's No. 1 ranking player, in four sets. Having obtained a two-set lead, 6-4, 6-3, and failing to capture the third set after 7 all had been called, McGrath made no mistake in the fourth set, despite Allison's hard struggle, at 7-5.

Jean Borotra always a favourite at Wimbledon and after himself declaring that five set single matches were beyond him now, and he would not enter for any more single events except where played on wood, entered for the Singles Championships at Wimbledon again this year against the pick of the World's best players.

## THE AMERICANS

### WIN

#### Inter-League Game

New York, July 3.

For the third successive year the American League All Star baseball team beat the National League All Star team in the annual inter-league fixture.

The match was played at Cleveland, the American League players winning by four runs to one. The scores were as follows:

American League ..... 4 8 4  
National League ..... 1 0 1

Lefty Gomez, of the New York Yankees, and Mel Harder, of the Cleveland Indians, pitched for the winners before 69,812 spectators.

Jimmy Fox, the Philadelphia Athletics' batsman, scored a home run in the first innings for the American League team.

Bill Walker, Hals Schumacher, Paul Derringer and Dean pitched for the National League team.—*Reuter.*

He follows this by beating Germany's second ranking player in a five set match, and in his second round has another gruelling five set match with Menzel of Czechoslovakia, 5-7, 8-4, 6-2, 3-6, 11-9.

This match was one of the most thrilling matches in recent years with the final set going to 20 games. With 7 all, 8 all and 9 all declared in the fifth and final set we can imagine the struggle which must have held the Centre Court spellbound and in apparently even more tense excitement than Borotra's match against Tilden in 1930.

(To Be Continued).

## HOME CRICKET

### Oxford-Cambridge Encounter

London, July 8.

The annual cricket match between Oxford and Cambridge Universities was commenced at Lord's to-day when the Light Blues closed their first innings and their opponents had a short stay at the wickets until closing time.

Cambridge, batting first, completed a total of 302. M. Tindall 53 and G. W. Parker 78 not out being the principal scorers.

Oxford had all their wickets intact with 37 up on the score board when play was brought to a close.

#### GLOUCESTER TROUNCED

In the County fixture at Hove, Sussex beat Gloucester by an innings and 96 runs.

Tate (5 for 9) and Cornfield (5 for 28) caused a collapse in Gloucester's first innings which produced only 39 runs.

Sussex gathered the formidable total of 412 for 3 wickets and declared, John Parks (135), Greenwood (72), Melville (62) and Cook (121 not out) being the high scorers.

Gloucester were all out for 227 in the second innings.—*Reuter.*

#### HERBERT SUTCLIFFE UNFIT

London, July 8.

Herbert Sutcliffe, the Yorkshire and England opening batsman, who was invited, together with twelve others, to be in readiness for the Third Cricket Test match

## FRENCH DISMAY

### At Defeat Of Brantome

London, June 22.

There was great surprise and disappointment in Paris racing circles this afternoon when it was known that Brantome, the hitherto unbeaten French favourite for the Gold Cup at Ascot, had finished fifth in a field of six.

Although Brantome had hitherto won each of his eleven races, the French public were, of course, prepared for the possibility of defeat. But that their idol, starting such a hot favourite as 13 to 8 on, should not even get a place, seemed unthinkable.

If the colt were beaten at all, at least he was expected to press the English horses very hard instead of allowing Tiberius an eight lengths victory.

In cafes and hotels people were crowded excitedly round the tape below the race started. The bewilderment and disappointment were very great when four names came out before Brantome's. The possibility of the horse having been scratched at the last moment was even mentioned.

When the result was known it was supposed, that the injuries sustained when the horse ran away at Chantilly, coupled with the journey and change of environment, affected his performance.

against the South Africans at Headingley on Saturday, has notified the selectors that he is unfit and he has accordingly withdrawn from the present match.

*Reuter.*

## WATER POLO

### "Y" Beat East Lincs.

In a friendly water-polo match at the Y.M.C.A. bath yesterday, the East Lincs. were defeated by the "Y" team by 4 goals to nil.

Taking the offensive from the start, the "Y" netted one through G. Fowler, to be followed by another from H. Lange, with no change in the score at the end of the first half.

In the second half, the "Y" adopted the same tactics and were rewarded with another two, both from G. Fowler.

The home team did not have things all their own way, for the visitors played a very creditable game and gave the "Y" a run for their money.

The goal-scorers were: G. Fowler—3 and H. Lange—1.

The "Y" were represented by: S. Fowler (Goal-keeper), A. Wagstaff, R. Goldman, W. F. Kerr, H. Lange, G. Fowler (Captain) and A. Ferrett; and the East Lincs. by F. Garmán, J. Fildes, S. Lawton, F. Macarty (Captain), B. Mason, B. Butterworth, F. North (Goal-keeper).

#### GOLF NEWS

Captain's Cup—July, 1935

G. A. Stewart qualifies 90-17—73

Other scores:

A. McKellar 83-8—75.

R. K. Collings 82-5—77.

H. H. Mundy 83-9—79.

There were 13 entries.

## REDUCED PRICES

### THE BRITISH-AMERICAN TOBACCO CO. (China), LTD.

have pleasure in announcing further reductions in the price of Imported Brands of Cigarettes and Smoking Tobaccos which will enable the undermentioned well-known brands of Cigarettes and Tobaccos to retail at the following prices:—

## CIGARETTES.

	Per tin or packet
CAPSTAN	10s packet \$ .13
CAPSTAN	50s tin \$ .65
CAPSTAN MAGS.	50s " \$ .80
CAPSTAN DE LUXE	50s " \$1.15
EMBASSY 77	50s " \$ .75
EMBASSY Cork-tipped	20s " \$ .22
EMBASSY	50s " \$ .55
GARRICK	50s " \$1.10
GOLD FLAKE	10s packet \$ .13
GOLD FLAKE	50s tin \$ .65
GOLD FLAKE (Pocket Tin)	50s " \$ .70
GLACIER Menthol-Cooled	10s packet \$ .74
GLACIER	50s tin \$ .70
KOOL	20s packet \$ .25
LUCKY STRIKE	20s packet \$ .22
LUCKY STRIKE	50s tin \$ .60
OLD GOLD	20s packet \$ .22
PLAYERS (Pocket Tin)	50s tin \$ .65
PLAYERS PLN. & Cork-tipped	10s packet \$ .13
PLAYERS PLN. & Cork-tipped	50s tin \$ .65
BACHELOR Cork-tipped	10s packet \$ .13
BACHELOR C.T.	50s tin \$ .65
NAVAL BRIGADE	75s tin \$1.44
MONTE CARLO	20s packet \$ .17
FELUCCA 83	50s tin \$2.35
TURKISH A.A.	10s packet \$ .20
TURKISH A.A.	50s tin \$1.00

## TOBACCOS.

CAPSTAN MILD	1 lb. tin \$1.65
CAPSTAN MEDIUM	1 " " \$1.45
CAPSTAN FULL	1 " " \$1.45
CAPSTAN MIXTURE MEDIUM	1 " " \$1.45
CAPSTAN MIXTURE FULL	1 " " \$1.45
GARRICK MIXTURE	1 " " \$1.65
OLD ENGLISH CURVE CUT	1 " " \$2.00
ST. BRUNO FLAKE	1 " " \$1.15
THREE BELLS	1 " " \$ .85
THREE CASTLES	1 " " \$1.90



## NEW YORK STOCK EXCHANGE

(Through Reuters Agency)

## QUOTATIONS

New York, July 9.

	High	Low	Close	Today's Change	Barely Steady
New York/London Cross-rate	4.974	4.96	4.96	4.97	0.01 up
New York Cotton—Oct.	11.65	11.52	11.52	11.54	0.02 up
New York Rubber—Sept.	12.32	12.31	12.32	12.30	0.02 off
Chicago Wheat—Sept.	81	79	79	80	1 up
Chicago Corn—Sept.	72	71	71	72	1 up
Montreal Silver—Dec.	68.30	68.15	68.28	68.25	0.03 off
Silver—Official			68 1/2		1 off

	High—1934/35	Low: July 5	July 9	Change
Dow Jones Averages	131.02	84.58	131.02	132.65
30 Industrials	131.02	84.58	131.02	132.65
30 RAIL	55.86	27.11	32.48	32.88
30 UTILITIES	31.03	14.39	22.81	25.88
40 BONDS	97.47	84.73	97.37	97.15
11 COMMODITY INDEX	85.35	41.98		54.80

Business Done—1,310,000 shares.

Stock & Div.	Last Sale July 6	Last Sale July 8	Stock & Div.	Last Sale July 6	Last Sale July 8
Amer. Can. (4)	140	141 1/2	Gold Dust (120)	17	17 1/2
Am. Cyanamid "B"	22 1/2	22 1/2	Goodyear	18 1/2	19 1/2
(25dr.)	22 1/2	22 1/2	Int. Cement	31 1/2	32 1/2
Am. For. Pwr. \$7 1st	4 1/2	4 1/2	Int. Nick (60)	27	26 1/2
Pf.	26 1/2	26 1/2	Int. Tel. & Tel.	10	9 1/2
Am. Locomotive	13 1/2	14 1/2	Johns Manville	54 1/2	55 1/2
Am. Smelting	41 1/2	41 1/2	Kennecott (151)	18 1/2	18 1/2
Am. T. & T. (9)	94 1/2	97 1/2	Loews (1)	43 1/2	43 1/2
Am. Tob. "B" (5)	11 1/2	11 1/2	Lorill (120)	21 1/2	21 1/2
Am. Waterworks (1)	11	11	Mont. Ward	28 1/2	29 1/2
Am. Waterworks \$3	70 1/2	70 1/2	Nat. City Bk. (1)	27 1/2	28
pref. (8)	14 1/2	14 1/2	Nat. Da. P. (120)	16 1/2	16 1/2
Anacosta Copper	70 1/2	70 1/2	Nat. Distillers	26 1/2	27 1/2
Atch. T. and S. F.	48 1/2	48 1/2	Nat. Pwr. Lt. (30)	9 1/2	9 1/2
(25dr.)	23 1/2	23 1/2	N.Y. Central	17 1/2	17 1/2
Auburn Automobile	11	10 1/2	N. Amer. (50c. 4%)	18 1/2	18 1/2
Baltimore & Ohio	29 1/2	30 1/2	Pac. Gas (150)	25	25
Bethlehem Steel	8 1/2	8 1/2	Pac. Lng. (3)	36 1/2	36
Boeing Airplane	25 1/2	25 1/2	Packard Motors	4	4 1/2
Borden Co. (160)	42 1/2	42 1/2	Penn. Ry. (1)	22 1/2	23
Borg. Warner (1dr.)	57 1/2	59 1/2	Phil. Petro (1)	21 1/2	21 1/2
Casa	10	9 1/2	Pub. Ser. N.J. (280)	37 1/2	38 1/2
Canadian Pacific	49 1/2	49 1/2	Radio Corp.	6 1/2	6 1/2
Caterpillar Tract.	29 1/2	29 1/2	Ray. Tob. "B" (3)	51 1/2	52 1/2
Ch. Nat. Bk. (140)	41 1/2	42	Schenley	30 1/2	30 1/2
C.P. Corp. (250)	41 1/2	42	Sears Roebuck	45 1/2	47
C.P. Corp. and	43 1/2	44	Soc. Vac. (50)	13	13
Ohio (280)	51 1/2	52	Srn. Cal. Ed. (160)	19 1/2	19 1/2
Chrysler (1d)	7 1/2	8	Southern Pacific	17 1/2	17 1/2
Col. Gas & Elec.	20	20 1/2	Stan. Brands (1)	15 1/2	16 1/2
Comm. Solv. (60)	1 1/2	1 1/2	Stan. Gas	4	4 1/2
Comm. Stn. \$6	52	51 1/2	Sta. Oil N.J. (1)	47 1/2	48
cum. Pf. (6)	26 1/2	26 1/2	Stor. Pro (280)	62 1/2	63
Cons. Gas. N.Y. (3)	81	81	Studebaker Corp.	18 1/2	18 1/2
Cons. Oil (28)	21 1/2	21 1/2	Texas G. Sulph. (2)	34 1/2	34 1/2
Cont. Oil (25)	76 1/2	77 1/2	Transamerica (112)	5 1/2	6 1/2
Corn Prod. (3)	25 1/2	25 1/2	Un. Car. and Carb	64 1/2	65
Douglas Aircraft	104 1/2	105 1/2	Un. Pac. Rlys. (8)	103 1/2	103 1/2
Dy. Pont. (2.60)	98	98	Un. Aircraft Corp.	14 1/2	15
Elec. Bond & Share	58	58	Un. Air Line Trans.	5 1/2	5 1/2
Elec. Bond \$5 Pf. (5)	65 1/2	65 1/2	United Corp.	4	4 1/2
Elec. Bond \$6 Pf. (8)	154	154	Un. Gas Impr. (120)	15 1/2	15 1/2
For Film "A"	26 1/2	26 1/2	U.S. Rubber	12 1/2	13 1/2
Gen. Elec. (60)	37	37	U.S. Steel	35 1/2	36 1/2
Gen. Foods (180)	33 1/2	34 1/2	Vandium	14 1/2	14 1/2
Gen. Motors (1d)	30 1/2	30 1/2	Warner Bros. Picts.	4 1/2	4 1/2
Gen. Rly. Sigs (1)	30 1/2	30	West E. & M. (65)	57 1/2	58 1/2

\* Bid \* ex. div. † possible liquidation

## AMERICANS AND THE FAR EAST

## Opinion Against Warlike Actions

(Special Air Mail Service)

London, June 22.

The American public is greatly interested in the discussions which are now in progress between the British and American Governments regarding the Far Eastern crisis. Although hardly any actual news is available the press is filled with speculation about the possible course of events. It is understood that the discussion has thus far been primarily an attempt to obtain definite information about the situation.

Washington observers in general assume that the British would like to see joint action and a firm line taken regarding Japanese aggression in Northern China, and that the United States are inclined to hold back. This is partly because Americans consider that their interests in the Orient are minute in comparison with those of Britain, and partly because opinion here holds that no joint action could stop the Japanese short of actual hostilities—and most Americans are strongly opposed to any such course.

While it is true that this country still supports the Stimson doctrine of non-recognition of Manchukuo and continues to demand that Japan shall live up to the terms of the Kellogg Pact, the Nine-Power Treaty, and other international

agreements, there is very little enthusiasm for these policies either on the part of the public or on that of the Government. A surprisingly large section of American public opinion is now strongly pacifist, and this is reflected in Congress more emphatically than at any other time since 1917.

Hearings have just begun on the neutrality bills, which would suspend all so-called neutral rights, including the maritime rights, hitherto claimed by the United States in the case of a war in which this country was not a participant. Under these bills it would be illegal for Americans to sell munitions, make loans to belligerents, operate ships in a danger zone, or even enter such a zone as a passenger or a member of the crew of any vessel.

Such legislation has a fair chance of enactment, despite the fact that it is opposed by the State and Navy Departments and receives only half-hearted support from President Roosevelt. Any definite proposal now for co-operation in the Far East implying action by the United States against Japan would create a tremendous uproar of protest from the American press and other media for creating or expressing public opinion.

## SHIPPING DISPUTE

## American Mail Line Lodges Claim For Damages

The American Mail Line yesterday brought a claim for damages against the East Asiatic Co., as a result of the collision in Hong Kong Harbour on December 14, 1934 between the President Jefferson and the s.s. Afrika in which two steamers suffered damages. The case had been heard in Chambers for several days past where formal evidence was taken and yesterday it was brought out in the Supreme Court where legal argument was advanced by Mr. F. C. Jenkin, K. C. instructed by Mr. D. H. Blake, of Messrs. Wilkinson and Grist for the American Mail Line and Mr. Eldon Potter, K. C. and Mr. H. C. Macnamara instructed by Mr. O. E. C. Martin, of Messrs. Deacons appeared for the East Asiatic Co., a counter claim for damages was brought by the defendant.

With Sir Atholl MacGregor was the Hon. Comdr. G. F. Hale, Harbour Master who acted as Assessor.

## For Those Interested

Mr. Jenkin who opened the case said that the facts had been taken already but for the benefit of those who are interested in the case and not acquainted with it he would go briefly over the whole matter.

The claim arose out of a collision between the s.s. President Jefferson and the s.s. Afrika just before noon on Saturday, December 14, 1934. The President Jefferson was a ship of just over 14,000 gross tonnage and the Afrika 8,500. The length of the first-named ship was 335 feet and the Afrika 465 feet. On the day of the collision both ships entered the harbour via Lyemooon Pass. The President Jefferson was trailing behind, but just after entering Lyemooon Pass, she overtook and passed the Afrika. They proceeded on the usual course to their respective berthing places, the President Jefferson being bound for Pier No. 1 in the Kowloon wharves and the Afrika for Buoy A4 on the southern side of the Central Fairway.

As they were approaching the vicinity of Holt's Wharf, it became apparent that the President Jefferson, which was leading, could not berth at the pier as she expected. Later, she received a notification to this effect and this was confirmed when a tug came alongside of her.

## EVERYTHING NORMAL

Counsel then went on to say that as the result of this notification, the President Jefferson took what he submitted was the customary and usual course by deciding to anchor in some neighbouring water near the place where she was to berth. It had been the ordinary practice to anchor a ship some little distance away from her berth. It had also been established that when it was impossible to use part of the water as, for instance, by reason of the existence of dredging operations which in fact were being carried on at that time, then the ship had the right to anchor further off namely to the west of the dredging.

Referring to the s.s. Afrika, counsel said that she was a heavily laden ship and had not much water under her bottom. The President Jefferson was ahead of her, and counsel submitted that the Afrika ought to have known that the President Jefferson could not proceed to her berth and then must have known that she was going to anchor at a temporary place and that because of the dredging operations, she had to anchor further from the vicinity of her berth. This particular place was somewhere near Buoy A7. Furthermore, it had been generally agreed that on that day the weather was fine and there was no wind.

## AFRIKA RESPONSIBLE?

Continuing Mr. Jenkin said that if the Afrika had continued on her normal course and allowed the Jefferson to anchor at her place the collision could have been avoided.

In adopting such a course the Afrika was responsible, for the collision and Mr. Jenkin then dealt with the allegations in the pleading and the issues which arose therefrom. He said that the President Jefferson had given a signal that she was not going to her berth at Kowloon Wharves as expected, and he submitted that the captain of the Afrika must have seen the signal. The Captain of the Afrika in his evidence had stated that he was ignorant of the signal, but admitted his knowledge as to where it was put. He further stated that his ship was going to anchor at Buoy A4 and that this was his concern.

The next point from the pleadings was as to the relative positions of the ships when the anchor of the President Jefferson was dropped. The Captain of the President Jefferson had said that the anchor was dropped towards Buoy A6 and that at that time the Afrika had passed the Kowloon Ferry Pier bound for Buoy A4. The defendants, however, had made no reference to where the Afrika was when the President Jefferson dropped her anchor.

## PERFECTLY RIGHT

Counsel submitted that if the Court found that in fact the President Jefferson dropped anchor at the point indicated by her Captain and that the Afrika was at that time on the line south of the Kowloon Ferry Pier the case was at an end, because it was on common ground that the President Jefferson was perfectly right in everything she did.

When the collision occurred, the President Jefferson was 400 feet north-east of Buoy A7 and the Afrika was 200 feet N.N.E. Dealing with the allegation by the defendants that the President Jefferson did not keep her course and speed, Mr. Jenkin said it had been admitted that the Afrika was creeping up on the President Jefferson, and under the circumstances, the Afrika should therefore have had to manoeuvre and get out of the way.

## A SIMPLE CASE

Mr. Potter addressing the bench for the defence said that the case was a simple one but before he would go into the facts he would make a few remarks about some points.

Firstly, the President Jefferson had admitted dropping her anchor; secondly, she had admitted having blown three short blasts; and, thirdly, she had broken the regulation which said that if a ship had blown three short blasts she had to go full astern. In this case, the President Jefferson did blow three short blasts but did not go astern.

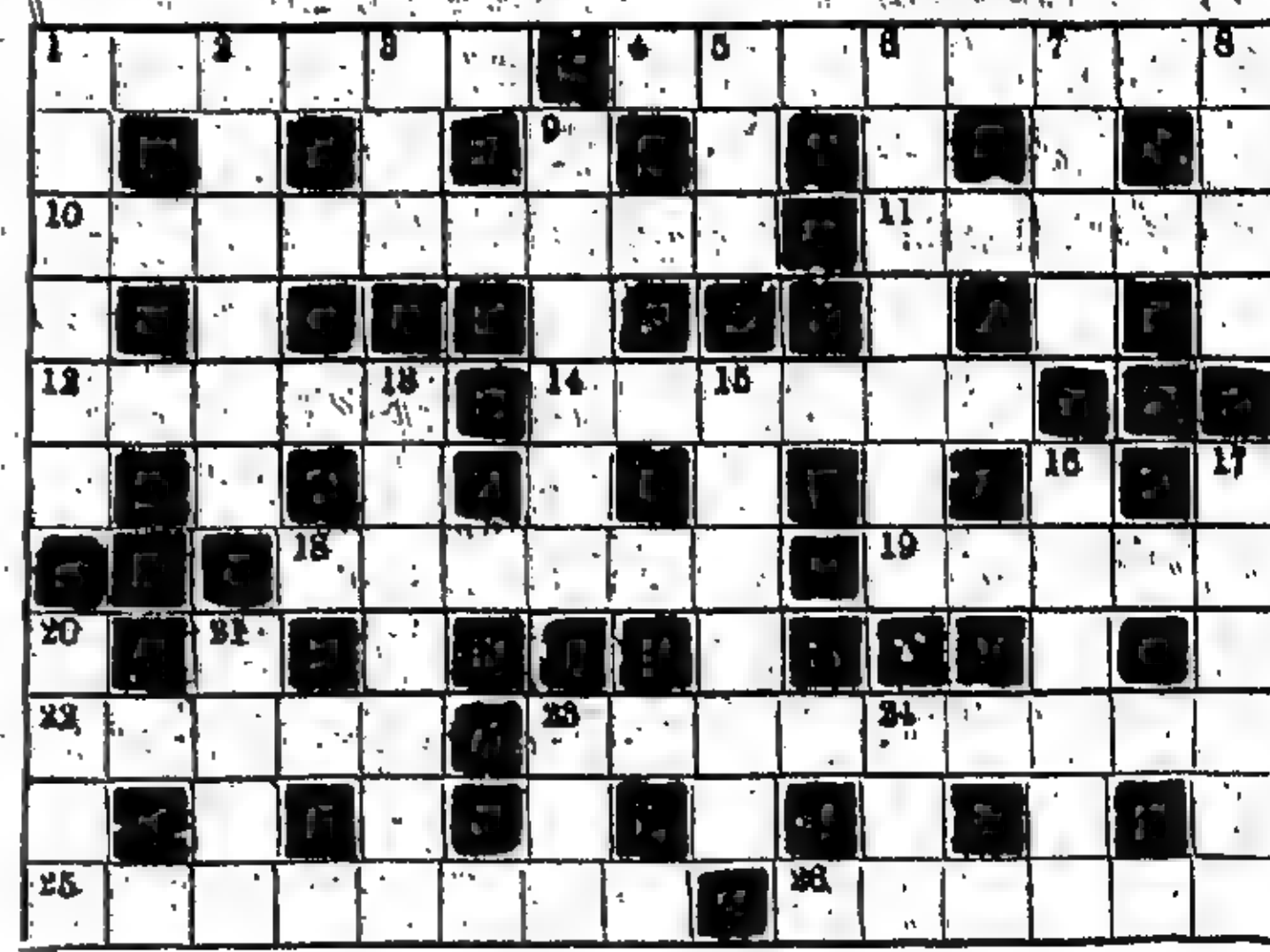
It would be a suicidal attempt, therefore, on the part of the Captain of the Afrika, seeing that the President Jefferson had dropped her anchor, that he should start the engines of his ship and collide with her. But, on the other hand, submitted Mr. Potter, the President Jefferson had given three short blasts which showed that she was going full astern. The fact that the President Jefferson did not follow her warning showed that she was responsible for the collision.

Mr. Potter further submitted that the President Jefferson was anchored so close to the s.s. Dolphin that she had no room to manoeuvre, but it was after the three short blasts had been blown that she found this out.

The crucial point, said Mr. Potter, was that the President Jefferson gave three short blasts, showing that she was going astern. If the President Jefferson had carried out this warning, there would have been no collision.

Mr. Potter supported his contention by quoting authorities after which the case was adjourned till this morning.

## CROSSWORD PUZZLE



NOTE—Figures in parentheses indicate number of letters in the words required.

## ACROSS

- 1—A part of a church which we have to mount up (6).
- 4—State into which the Saar sank (8).
- 10—Offensive it would have to be to take from "us our Navy" (anagram) (9).
- 11—She and he embraced at first, making it all so simple! (5).
- 12—Now, isn't this a catchy thing? an elf, to fish may have to sing! (5).
- 14—A rough crowd may start it, but it's movable, of course (8).
- 18—A mound of grave significance (6).
- 19—This paper is popular because it takes the smooth with the rough (5).
- 22—such as commonly occurs (5).
- 23—An eight-legged animal! Can it be natural at all? (9).
- 25—It's doubtful! (8).
- 28—May be expected at dinner, as a matter of course (6).

## DOWN

- 1—Sharpness (6).
- 2—A minister, who generally gets (6).
- 3—this title (3).
- 5—A kind of skate (3).
- 6—to pronounce not guilty (7).
- 7—This by this one gets by degrees (4).

- 8—One of the British Isles (4).
- 9—The time one takes to get ahead of it! (6).
- 13—Hoping that people will take it, the owners of this paper give it away! and (7).
- 15—here, one has to be cautious, or (6).
- 16—one might say it's mere rubbish! (6).
- 17—Many a mantle has been set alight by this (6).
- 20—For this we need silence (4).
- 21—A good old smacking kiss! (4).
- 22—A great many stones weigh as much as this (3).
- 24—By this time, you'll be glad to get the last clue! (4).

The following is the solution of yesterday's puzzle—

Across.—Wh-err-y, 6. Oblong, 10. Host-age, 11. Martyr, 12. Rattle, 13. Mettled, 16. Nudge, 17. Yarn, 18. Inane, 19. Sepal, 22. P-I-ot, 25. Anchovy, 28. Eskimo, 30. Oliver, 31. Buffalo, 32. Morass, 33. Entree.

Down.—1. W-O-M-an, 2. Eared, 3. Rhyme, 4. Yore, 5. Stet, 6. Ogre, 7. Beady, 8. Otter, 9. Guess, 14. Ton-ic, 15. Ling-o, 19. Steam, 20. Poker, 21. Lambs (Ella-s), 22. Pylon, 23. Lover, 24. Terse, 26. Nous, 27. Huff, 28. Vpls.

## LAWN BOWLS

## Silva In Fine Form

By far the most interesting and exciting play in the Open Lawn Bowls Paris Championship to date was seen on the Kowloon Bowling Green yesterday when the C.C.C. pair, R. F. Luz and H. Beer went down to the strong contenders for the honours in the Recrelo pair, C. G. Silva and F. X. M. da Silva, the latter winning 26 to 13.

The standard of bowls throughout was high and the plaudits of the gathering who had turned up to watch the game testified to same.

Of the four players there being little to choose, but C. G. Silva played a masterly game, and his draws, placings and blocks were all that could be desired. He had slightly the better of H. Beer who must be said to have suffered a little "bad loss" when on more than one occasion with three or four shots lying, the wizardry of C. G. Silva broke up for him that happy anticipation.

Many a time Beer's draw just missed its objective by inches whereas "C. G." invariably got his mark. C. G. Silva played consistently good throughout and it was due to him that the Recrelo pair was able to obtain that fair lead after the 14th head when the C.C.C. pair got stuck on the unlucky "13".

Of R. F. Luz and F. X. M. da Silva there was very little difference in their respective standards. First one and then the other got the better of the exchange and in the end it boiled down to about the same thing. F. X. M. da Silva gave his partner that little bit of "frust" which at times was badly needed. He sent down some beautiful woods and at times had Luz covered. But Luz too was as much in the limelight by his clever trailing and saved many a point by that.

## THE PLAY

The C.C.C. pair started off with a two on the first head but this was short-lived for, on the very next, the Silva came back with a four. Singles on the 3rd and 4th heads enabled them to draw level, and a two on the next gave them a two shots lead over their rivals. Another four by the Silva on the 5th head allowed them to obtain a two shots lead and to turn the tables completely on the C.C.C.

pair. Incidentally the Recrelo pair never relinquished this lead till the end.

A two on the 7th head by the Silva was returned by the C.C.C. pair with a two also. On the 8th the C.C.C. pair notched a two following which the Silva scored a single. The C.C.C. scored a two on the 10th and 15th heads with a single on the 13th. The Silva notched singles on the 11th and 12th with a two on the 14th.

At the 15th head the score was 13 shots to 13 in favour of the Silva. The C.C.C. pair was unable to get out of the rut and remained at that score to the last head. On various occasions they were lying shots but these were cleverly drawn away by the Silva. The Silva scored 3.2.3.1.1.1. to bring their tally up to 26 shots as against 13 by the C.C.C. pair.

## ARMSTRONG WINS

On the Recrelo green T. Armstrong had the better of the argument against G. Sherriff in the Open Singles championship. Though the score was 22 shots to 11 in favour of the former, the game was very closely contested in the early stages and at one period the loser had as much as a four-shot lead over the winner.

Armstrong was the more consistent of the two players and his cool precision enabled him to obtain the upper hand after the 7th head.

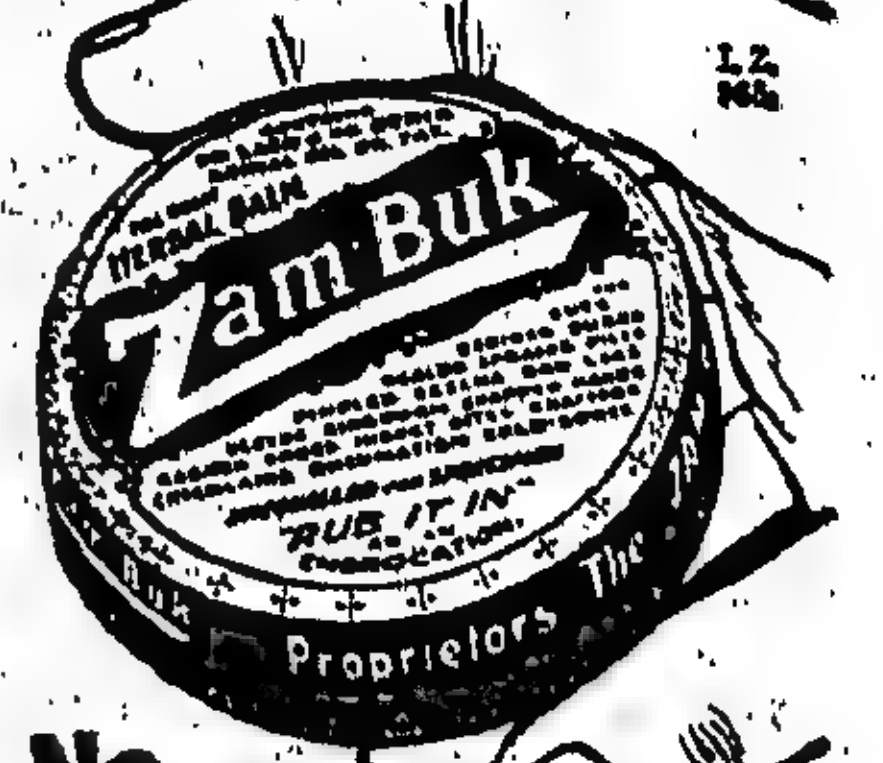
On the 4th head Armstrong was lying one shot and Sherriff with his last wood displaced the other and notched a three. On the 7th head Armstrong scored a possible—an excellent effort—rewarded by four beautiful woods—all not more than a foot from the Jack. Thereafter Armstrong scored freely and on the 16th head, while leading by 16 shots to 11, notched another possible. A two on the 17th and last head gave him victory by 22 shots to 11.

The winner scored three singles, four twos, a three, and two fours whereas Sherriff was only able to obtain four singles, one two and two threes.

## Smart in the Office

"I may say I'm regarded as quite smart," announced the applicant for the stenographer's position. "I've won several prizes in crossword and jigsaw puzzles and word picture competitions lately. Yes, but I want someone who can be smart during office hours." "Oh, this was during office hours," said the employer.

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## NEW PASSENGER AEROPLANE

## Two 90 H.P. Engines

(Special Air Mail Service)

London, June 22.

The latest monoplane cabin aeroplane, a five-seater, which cruises at 130 miles an hour on two 90 h.p. engines, was shown to the public yesterday. This is an improved version of the aeroplane which won the King's Cup race last year, and is probably the cheapest aeroplane of its class in production. Its price, fully equipped, is £1,550, and the arrangement made for its manufacture at Hanworth are such that a steady output of two aeroplanes a week can be maintained.

This low-wing monoplane has its two engines set in the leading edge of the wing immediately above the undercarriage legs. The absence of an engine in front of the pilot allows a remarkably good field of vision, and the transparent roof of the cabin also gives a fairly good view to the rear. The cabin seats are arranged in two pairs, with a fifth occasional seat at the rear, hinged so that it can be swung out of sight to make a large ledge for the stowage of baggage. In a total weight of 2,875lb, the disposable load amounts to 1,195lb, and this represents a pilot, four passengers, 85lb of baggage, and fuel, and oil for a non-stop flight of 560 miles.

## NO LIMIT

It will be seen from these figures that no attempt has been made to limit unduly the structure weight, a special feature claimed for the Monopar system of construction when it was first introduced. The aim has been rather to provide comfortable accommodation and fair performance at an unusually low price. In this matter the example of the motor-car industry has been largely followed. The equipment is generous and the finish good, but in return for these advantages the customer sacrifices something in freedom of choice. Any modification in equipment or in the two standard colour schemes is possible only at fairly heavy expense. The list of fittings and instruments includes engine starters in the cabin, a landing headlight, a wireless receiving set with "homing" device, a turn indicator, trip clock, air log, and "homing" indicator.

When the two Pobjoy Niagara engines are running at the full rate of 3,500 revolutions a minute, the aeroplane has a top speed of 142 miles an hour. Its landing speed is about 52 miles an hour. This model, known as the S.725, has been designed for convenient housing. The outer covering of the wing may be quickly and easily folded back after the withdrawal of two folding bolts. In that form the span is only 14ft. 6in. with the wing fully extended, and the span is 40ft. 6in. The first aeroplane of this type was released for the start of the Royal Aero Club, yesterday by Mrs. F. C. Sheldrake.







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## BERLIN BOURSE

[Special to the "Hong Kong Daily Press" (Copyright).]

Berlin, July 8.  
Share prices went on mounting on Monday, the turnover in special cases being considerable. The stimulus in this case is attributed to the announcement of further increase in the aggregate deposits in the German Savings Banks and the greater sales of Ruhr coal in June.

Although no great amount of business for fixed interest securities was transacted, prices showed a tendency to rise especially municipal loans.

Call Money was at 2 1/2 to 2 3/4. Young Loan advanced 1/2 to 103. Reichsbanks rose 1/2 to 191. Dye-trusts sprang 2 to 154 1/2. Salzed-furth Potash soared 5 to 195. German Steel Trusts leaped 13 to reach a record price of 90. German Mineral Oils 1/2 better to 112 1/2. Siemenshalske 1/2 firmer to 181. Bemberg Rayon advanced 12 to 122.—*Transocean Kuo Min.*

## REICHSMARK QUOTATIONS

[Special to the "Hong Kong Daily Press" (Copyright).]

Berlin, July 8.  
Reichsmark quotations (without guarantee):-  
New York ..... 40.40  
Paris ..... 809.5  
Amsterdam ..... 59.18  
London ..... 12.285  
Paris Sterling ..... 74.83  
Dollar ..... 15.0875  
*Transocean Kuo Min.*

## H.K. SHAREBROKERS' ASSOCIATION

### BUYERS

Banks, \$1110.  
Bank of East Asia, \$75.  
Unions, \$380.  
Douglases, \$35.  
Antamoks, 70 cts.  
Bagulo Gold, 2 1/2 cts.  
Beng Explorations, 1 1/2 cts.  
Big Wedge, 10 cts.  
Salacote, 1 1/2 cts.  
Raubs, \$5.70.  
Vens Goldfields, \$2.25.  
Lands, \$34.  
Wharves (old), \$76.  
H.K. Docks, \$84.  
Trams, \$13.  
Yatimati Ferries, \$58.  
Telephones (old), \$21.  
Telephones (new), \$8.10.  
Canton Ices, \$1.40.

## MAY EXPORTS

Show Big Increase

(Special Air Mail Service)

London, June 22.

This year continues to maintain its higher standard of British exports, when compared with 1934, and May followed the example of its predecessors with a big advance over the similar period a year ago.

The Board of Trade returns for last month, issued to-day, give the following comparative details for these exports:

May 1935: £35,206,862.  
April 1935: £33,009,604.  
May 1934: £32,759,140.

These figures show that last month had an increase over April of £2,197,258, and over the preceding May of £2,447,722.

### IMPORTS INCREASED

With regard to imports the figures were:

May 1935: £64,532,286.  
April 1935: £59,843,805.  
May 1934: £61,796,611.

The increase last month over April was £4,688,481, while over May 1934 it was £2,735,675.

Under the category of goods wholly or mainly manufactured when last month and the previous May are compared, the following are the principal increases:

Iron and steel and manufactures thereof, £37,073 increase; non-ferrous metals and manufactures thereof, £167,646; Electrical goods and apparatus, £176,711; machinery, £248,063; cotton yarns and manufactures, £212,700; vehicles, including locomotives, ships and aircraft, £896,403.

The only large decline is in woollen and worsted yarns and manufactures, a total of £1,954,401, being down by £246,005.

For the five months this year the increase in British exports has aggregated £15,969,958 over the similar period of 1934, this year's total being £173,578,041. Of the increase, £14,345,506 is in articles wholly or mainly manufactured.

Imports show little variation from 1934 so far as their total value is concerned, their aggregate of £320,058,926 being only £742,576 in excess of the first five months of last year. Articles wholly or mainly manufactured have, however, risen by £2,041,517, while raw materials and articles mainly unmanufactured have declined by £4,209,312.

Dairy Farms, \$154.  
Constructions (new), 35 cts.  
Call Paid.  
Vibro Filings, \$2.

## H. K. STOCK EXCHANGE

YESTERDAY'S OFFICIAL QUOTATIONS

With the further drop in Exchange Banks and Unions Armed up to \$1120 and \$375 respectively. This firmness was also reflected on the other shares which were in good demand the market closing firm.

### BUYERS

Hong Kong Banks, \$1120.  
Union Insurance, \$375.  
Bagulo Gold, 23 cts.  
Benguet Consolidated, \$11.  
Itogons, 35 cts.  
Raubs, \$5.80.  
Wharves (old), \$774.  
Wharves (new), \$744.  
Star Ferries, \$784.  
China Lights, \$8.70.  
Electrics, \$584.  
Telephones (old), \$21.15.  
Telephones (new), \$8.  
Singapore Traction, 10/6.  
Singapore Trac. (Pref.), 22/6.  
Dairy Farms, \$154.  
Lane, Crawford, \$2.90.  
Govt. 4% Loan, 6% Prem.  
Govt. 3 1/2% Loan, 3% Prem.

### SALES

H.K. Fires, \$200.  
Sandakan Lights, \$34.  
Cements, \$54.  
Constructions (new), 70 cts.  
Wallace Harpers, \$4.

### SELLERS

Hong Kong Banks, \$1100.  
China Lights, \$8.80.  
Electrics, \$584/58.  
Lane, Crawford, \$3.  
Entertainments, \$4.  
Govt. 4% Loan, 6% Prem.

## THE EXCHANGE MARKET

MESSRS. ROZA BROS.

Silver prices dropped 1/4 yesterday for both deliveries, the quotations being 30 7/16 for near and 30 9/16 for forward. India, China and speculators sold. The American Government bought freely. The market closed steady. After the official fixing America continued as a further buyer at 1/8 under the quoted rates. In America, the rate was lower at 68 1/2 for spot.

The London/New York cross-rate was quoted at 49 1/2 and the New York/London rate at 49 1/2.

### Sterling

Opened weak and subsequently collapsed. Later the market rallied slightly but re-acted again closing at lunch time on the weak side. The market opened with buyers at 2 1/16 but sellers were reluctant to quote and a small offer at 2 1/16 was accepted for near delivery. The buying rate then rapidly receded and offers at 2 1/16 were accepted for near and forward followed by transactions at 2 1/16 for forward and 2 1/16 1/16 for cash. At this stage, the market re-acted and 2 1/16 3/16 was on offer for near and 2 1/16 5/16 for September. Toward 1 p.m. the market again weakened and business was done at declining rates, 2 1/16 and 2 1/16 for near, 2 1/16 for August delivery. The market closed at lunch time with sellers at 2 1/16 for July/August and 2 1/16 for September. Buyers probably at 1/8 higher respectively.

### U.S. Dollars

Opened with buyers at 53 1/2, the rates declining rapidly to 52 1/2, at which rate, a small business was reported for forward delivery. The market weakened again later closing at 1 p.m. with sellers at 51 for July/August and 51 1/2 for September, buyers at 1/4 higher respectively.

### Shanghai Dollars

The rate was quoted after the opening at 134 nominal, closing at 1 p.m. at about 132 nominal.

### Shanghai Market

Opened with sellers at 1 1/6 and closed easy at 1 1/6. U.S. Dollars opened with sellers at 39 3/16 for near and closed easy at 38 1/2 for spot.

### IN THE AFTERNOON

Panicky conditions prevailed in the afternoon encouraged by a drop of 1 Rupee in the Bombay silver price, but towards the end of the market a steadier tone was

## LONDON EXCHANGE RATES

On	Sterling Parity	July 8	July 9
Amsterdam	1210 Florins	7.28	7.23
Athens	375 Drachmas	517 S.	515 S.
Belgrade	976,316 Dinars		
Bombay	30.48 Marks	12.25	12.30
Brussels	36 Belgas	29.32	29.37
Bucharest	513,668 Lei	485	
Buenos Aires	47.368 per Peco		
Copenhagen	18.189 Kroner	15.11	15.14
Geneva	95.224 Francs		
Helsingfors	103.23 Marks		
Hongkong		2/2 1/2	2/2 1/2
Lisbon	110 Escudos		
Madrid	25.224 Pesetas	36 1/16	36 1/16
Milan	92.48 Lira	59 13/16	60 1/16
Montevideo	50.884 per Peso		39 1/2 S.O.
Montreal	4.967 Dollars	4.96	4.97
New York	4.967 Dollars	4.95	4.96 13/16
Oslo	18.159 Kroner		
Paris	194.31 Francs	74 47/64	74 55/64
Prague	184.35 Kronen	110 1/2	118 1/2
Rio de Janeiro	20.033 per Gold Milreis		
Shanghai		1/7 3/16	1/7 1/2
Stockholm	18.159 Kroner		
Vienna	34.564 Schillings		
Yokohama	34.564 per Yen		
Silver (spot)			30 7/16
Silver (forward)			30 9/16
War Loan			34 1/2 106 1/2

## Closing Quotations

ON LONDON:-	ON NEW YORK:-
Telegraphic Transfer, 1/2 1/4	Bank Bills, on demand 52 1/2
Bank Bills, on demand 52 1/2	Credit, 90 days sight, 54 1/2
Bank Bills, 4 months sight 52 1/2	ON HATYRIA:-
Credit, four months sight 52 1/2	On demand 76 1/2
ON SHANGHAI:-	ON PARIS:-
On Demand 134 1/2	Bank Bills, on demand 78 1/2
ON SINGAPORE:-	Credit, 4 months sight 83 1/2
On demand 10 1/2	ON SAIGON:-
ON JAPAN:-	On demand 79
On demand 1 1/4	ON MANILA:-
ON INDIA:-	On demand 10 1/2
Telegraphic Transfer, 1/2 1/4	ON BANGKOK:-
Bank, on demand 52 1/2	On demand 57 1/2
	SOVEREIGNS, Bank Buying
	Rate 2/2 1/2
	Bank Silver, per oz. 30 7/8

## NATURAL RESOURCES OF SHENSI

An Abundance Of Products

[Special to the "Hong Kong Daily Press" (Copyright).]

Nanking, July 2.

According to the announcement of the Government last week, 41 various native products will benefit by the revised export duty, while 88 other products will be entirely exempt from the export tariffs. Although the export tariff has not been entirely abolished, steps towards that end are progressively being taken.

The matter now rests with the native manufacturers and industrialists. How are they going to increase their trade abroad when the new revised export tariff is enforced? Shensi, one of the North-Western provinces, has potentialities which, if fully developed, would help to increase the export trade considerably. The central part of the province, known as the Kuan Chung and Han Chung district, is fertile and well-watered, and rich in agricultural and forest products, though less productive, is rich in mineral resources and suitable for stock-raising, an industry which yields a large quantity of skin and furs annually.

### WHEAT CROPS

According to investigation made by the Provincial Department of Reconstruction in 1933, the largest crop in the Kuan Chung and Han Chung regions that year was wheat, amounting to over 1,300,000 piculs, representing about 48 per cent. of the total agricultural products, with beans, barley, and rice next in order, which crops also amounted in all the about 1,300,000 piculs. The area of cottonfields that year (in the 37 "hsien" where reports had been received) represented as the result of the rise of 8 Annas in Bombay.

### Sterling

The market opened with buyers at 2 1/16 but a small offer at 2 1/16 was accepted for August delivery followed by transactions at 2 1/16 3/16, 2 1/16 4/16 and 2 1/16 5/16 for various deliveries. The market closed steady with sellers at 2 1/16 3/16 for July, 2 1/16 4/16 for August and 2 1/16 5/16 for September, buyers at 1/8 higher respectively.

### U.S. Dollars

Business was done at 50 for near but towards the close 50 1/2 was done for August. The market closed with sellers at 50 1/2 for July, 50 1/2 for August and 50 1/2 for September, buyers at 1/8 higher respectively.

sented only 9 per cent. of the total arable land, but in 1934 there was a remarkable increase by 80 per cent. of the area devoted to cotton. According to the Cotton Industrial Committee of the National Economic Council, the yield amounted to 1,004,000 piculs, showing an increase of 95 per cent. as compared with the preceding year.

### MINERAL WEALTH

Of the mineral wealth of Shensi, petroleum is the most abundant, deposits being widely distributed in the north, including Yenchang, Fushin, Chungpu, Ichun, Chiahshien and Michen where oil oozes out of the ground at about 50 different places. Although several efforts to tap this reserve have been made during the last 30 years, the results have not been satisfactory. During recent years the output has averaged 7,200 cattles monthly in 1927 rising to 6,098 in 1933. Since an investment of \$100,000 was made by the Planning Committee of the National Defence Commission, the yield is reported to be increasing, and when the Hsienyang-Yuling Highway linking Yenchang is completed, further development of this oil reserve will be made possible.

### COAL DEPOSITS

Coal deposits are found both in the north and south, the anthracite at Chenan being regarded as the best, and if communication facilities were provided to connect with the Lung-Hai Railway, this deposit could be greatly developed. The National Government through the National Economic Council, has been trying to provide all facilities for developing Shensi's natural resources as well as build up a system of economic transportation. If co-operation can be extended from various quarters, there is great hope of increasing export trade.—*China United Press (by mail).*

## SINGAPORE RAW RUBBER

Latest Singapore Prices

MESSRS. H. B. JOSEPH & CO.	BUYERS	SELLERS
Spot	194 1/2	195
July/Sept.	204 1/2	205
Oct./Dec.	204 1/2	205
Jan./Mar.	214 1/2	215
Market—Steady		

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To SAN FRANCISCO 18 Days  
via Shanghai, Kobe,  
Yokohama, Honolulu

Fortnightly sailings  
Pres. Hoover... July 13, 10 a.m.  
Pres. Wilson... July 30, 10 a.m.  
Pres. Coolidge... Aug. 10, 8 a.m.  
Pres. Lincoln... Aug. 28, 8 a.m.  
Pres. Hoover... Sept. 7, 8 a.m.

To VICTORIA, SEATTLE 17 Days  
via Shanghai, Kobe,  
Yokohama

Fortnightly sailing  
Pres. Grant... July 19, 10 a.m.  
Pres. Jefferson... Aug. 9, 10 a.m.  
Pres. Jackson... Aug. 18, 10 a.m.  
Pres. McKinley... Aug. 30, 10 a.m.  
Pres. Grant... Sept. 13, 10 a.m.

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Via Manila, Singapore, Penang, Colombo, Bombay, Suez Canal, Alexandria, Naples, Genoa, Marseilles.

Pres. Polk... July 20, 8 a.m.  
Pres. Adams... Aug. 3, 8 a.m.  
Pres. Harrison... Aug. 17, 8 a.m.  
Pres. Hayes... Aug. 31, 8 a.m.  
Pres. Johnson... Sept. 4, 8 a.m.

MANILA

THE MOST FREQUENT SERVICE

Next Sailings  
Pres. Grant... July 13, 6 p.m.  
Pres. Polk... July 20, 8 a.m.  
Pres. Wilson... July 23, 6 p.m.  
Pres. Jefferson... July 27, 6 p.m.  
Pres. Coolidge... Sept. 1, 9 p.m.

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## VESSELS DUE

Africa, E.A. Co., July 30.  
Alaska Maru, O.S.K., August 4.  
Andre Lebon, Messageries, July 18.  
Anna Maersk, Jensen's, July 19.  
Arabia Maru, O.S.K., August 5.  
Bangalore, P. & O., July 19.  
Behar, P. & O., July 23.  
Bendoran, Gibb's, July 10.  
Bengal Maru, N.Y.K., July 14.  
Buenos Aires Maru, O.S.K., July 23.  
Canton Maru, O.S.K., July 10.  
Carthage, P. & O., July 12.  
Changle, B. & S., August 9.  
Chile, E. & A. Co., July 25.  
City of Elwood, States Co., August 14.  
City of Hereford, Bank Line, July 31.  
City of Khios, Bank Line, August 9.  
Conte Rosso, Lloyd Triestino, July 12.  
Corneville, Bank Line, July 25.  
Danaos, B. & S., August 2.  
Durban Maru, N.Y.K., July 17.  
Empress of Asia, C.P.S., July 17.  
Emp. of Canada, C.P.S., August 2.  
Emp. of Japan, C.P.S., July 10.  
Emp. of Russia, C.P.S., August 14.  
Feliz Bousset, Messageries, July 12.  
Feylsbank, Bank Line, July 24.  
Franko, Melchers, August 4.  
Friedman, Melchers, July 25.  
Fukujen Maru, O.S.K., July 20.  
General Lee, States Co., August 9.  
General Sherman, States Co., July 19.  
Gertrude Maersk, Jensen's, July 19.  
Golden Star, States Co., August 2.  
Haitan, Douglas, July 11.  
Havana Maru, O.S.K., July 29.  
Harve Maru, O.S.K., July 19.  
Helenus, B. & S., July 15.  
Hellas, Thoresen's, July 12.  
Hellas, Thoresen's, July 20.  
Hiram, Thoresen's, July 27.  
Hosan Maru, O.S.K., July 17.  
Isar, Melchers, July 10.  
Iwatekan Maru, O.S.K., August 3.  
Kaiser-I-Hind, P. & O., July 10.  
Kool, Melchers, July 24.  
Kumang, Jardine's, July 16.  
Kwanai Maru, O.S.K., August 9.  
Leverkuken, Jensen's, July 12.  
Lyons Maru, N.Y.K., July 17.  
Lyons Maru, O.S.K., July 19.  
Melbourne Maru, O.S.K., August 6.  
Menestheus, B. & S., July 10.  
Mirapote, P. & O., July 18.  
Monte Piana, Lloyd Triestino, July 20.  
Nagara, Gilman's, July 24.  
Naldera, P. & O., August 7.  
Neokar, Melchers, August 9.  
Neptuna, Gibb's, July 27.  
Nicoline Maersk, Jensen's, July 13.  
Noto Maru, N.Y.K., July 10.  
Panama Maru, O.S.K., July 12.  
Patroclus, B. & S., August 16.  
Peiping, Gilman's, August 2.  
Perseus, B. & S., July 10.  
Philoctetes, B. & S., July 12.  
Pleasantville, Bank Line, July 18.  
Porhous, Messageries, July 28.  
Postdam, Melchers, August 8.  
Pres. Grant, A.M. Line, July 12.  
President Hoover, Dollar's, July 12.  
Pres. Jefferson, A.M. Line's, July 21.  
President Polk, Dollar's, July 21.  
President Wilson, Dollar's, July 22.  
Rakyo Maru, N.Y.K., July 16.  
Raschi, P. & O., July 24.  
Rhein, Jensen's, July 21.  
Rhin, Jensen's, August 1.  
Santo, Melchers, July 25.  
Santia, B.L. (Apac), July 23.  
Sardonic, B. & S., July 19.  
Soudan, P. & O., August 2.  
Sphinx, Messageries, July 17.  
Tai Shan, Dollar's, July 17.  
Takada, B.L. (Apac), July 27.  
Taka Maru, O.S.K., July 27.  
Tahiti, B. & S., July 27.  
Tanda, E. & A. S. Co., August 2.  
Tango Maru, N.Y.K., July 10.  
Tartar, Lloyd Triestino, July 27.

## CONSIGNEE NOTICES.

## HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

## THE M.V. "KULMERLAND"

having arrived from Hamburg and Ports of call, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk into the Hong Kong and Kowloon Wharf and Godown Company's godowns at Kowloon, where delivery may be obtained as soon as the Goods are landed. Optional Cargo will not be landed here, unless Notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th July, 1935, will be subject to Rent. All broken, stowed, and damaged Goods are to be left in the Godowns, where they will be examined on 9th July, 1935, at 10 a.m. by our Surveyors, Messrs. Goddard & Douglas. To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance, when damaged dutiable goods etc. examined. All claims must reach us before the 3rd Aug., 1935, or they will not be recognized. No Insurance will be effected. Bills of Lading will be countersigned by JEBSEN & CO., Agents.

Hong Kong, 3rd July, 1935. (3647)

## SERVICE TO READERS

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# CHINA NAVIGATION COMPANY, LIMITED.

AMOI & SHANGHAI	"TAIWAN"	On 10th July, 4 p.m.
SWATOW & SHANGHAI	"KIN-YUAN"	On 11th July, 3 p.m.
HOIHOW, PAKHOI & SHANGHAI	"KWA NG FENG"	On 12th July, 3 p.m.
FOOCHOW, SHANGHAI & TIENTSIN	"ZHO CHEN"	On 13th July, 3 p.m.
SWATOW & SHANGHAI	"UPH"	On 14th July, 3 p.m.
SWATOW & SHANGHAI	"KWEIYANG"	On 14th July, 3 p.m.
AMOI, SWATOW, SHANGHAI & SINGAPORE	"MUINAM"	On 15th July, 8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 15th July, 3 p.m.
SWATOW, FOOCHOW, WEIHAWEI, CHEFOO & TIENTSIN	"YUNYAN"	On 17th July, 4 p.m.
AMOI & SHANGHAI	"TSINAN"	On 17th July, 3 p.m.
DAIRIN & NEWKOWANG	"YINGCHOW"	On 17th July, 3 p.m.
SWATOW, AMOI & SHANGHAI	"KIN-YUAN"	On 18th July, 3 p.m.
HOIHOW, PAKHOI & SHANGHAI	"FOOCHOW"	On 18th July, 3 p.m.
FOOCHOW & SHANGHAI	"KAYING"	On 18th July, 3 p.m.
FOOCHOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 21st July, 6 a.m.
SWATOW & SHANGHAI	"HOI-HW"	On 21st July, 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 23rd July, 3 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 24th July, 3 p.m.
HOIHOW, PAKHOI & SHANGHAI	"KINGYUAN"	On 24th July, 3 p.m.
SWATOW & SHANGHAI	"KALGAN"	On 24th July, 3 p.m.
AMOI, SWATOW & SINGAPORE	"ANSUN"	On 24th July, 8 a.m.

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TAIPING	10 Sept.	17 Sept.	29 Sept.	6 Oct.
CHANGTE	11 Oct.	18 Oct.	31 Oct.	6 Nov.

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## ADVERTISED SAILING FROM HONG KONG

### NORTHWARD

FROM HONG KONG TO COAST PORTS AND JAPAN.

Taiwan, B. & S., July 10.	Amoy.
Tilawa, B.I. (Apar), July 10.	Taiwan, B. & S., July 10.
Tibetad, J.C.J. Line, July 10.	Tilawa, B.I. (Apar), July 10.
Fukien Maru, O.S.K., July 11.	Tibetad, J.C.J. Line, July 10.
Haitan, Douglas, July 12.	Fukien Maru, O.S.K., July 11.
Canton Maru, O.S.K., July 14.	Haitan, Douglas, July 12.
Muinan, B. & S., July 15.	Canton Maru, O.S.K., July 14.
Haining, Douglas, July 16.	Muinan, B. & S., July 15.
Tsinan, B. & S., July 17.	Haining, Douglas, July 16.
Kumsang, Jardine's, July 18.	Tsinan, B. & S., July 17.
Haiyang, Douglas, July 19.	Kumsang, Jardine's, July 18.
Klungchow, B. & S., July 19.	Haiyang, Douglas, July 19.
Hozan Maru, O.S.K., July 21.	Klungchow, B. & S., July 19.
Santhia, B.I. (Apar), July 23.	Hozan Maru, O.S.K., July 21.
Foohing, Jardine's, July 14.	Santhia, B.I. (Apar), July 23.
Yunnan, B. & S., July 17.	Foohing, Jardine's, July 14.
Hangsang, Jardine's, July 19.	Yunnan, B. & S., July 17.
Dahy.	Hangsang, Jardine's, July 19.
Glenogie, Jardine's, July 10.	Dahy.
Isar, Melchers, July 11.	Glenogie, Jardine's, July 10.
Yingchow, B. & S., July 17.	Isar, Melchers, July 11.
Sarpedon, B. & S., July 19.	Yingchow, B. & S., July 17.
Rhein, Jebens, July 22.	Sarpedon, B. & S., July 19.
Saale, Melchers, July 23.	Rhein, Jebens, July 22.
Borneo Maru, O.S.K., July 27.	Saale, Melchers, July 23.
Ruhr, Jebens, July 30.	Borneo Maru, O.S.K., July 27.
City of Hereford, Bank Line, August 1.	Ruhr, Jebens, July 30.
Foochow.	City of Hereford, Bank Line, August 1.
Haitan, Douglas, July 12.	Foochow.
Foohing, Jardine's, July 14.	Haitan, Douglas, July 12.
Szechuen, B. & S., July 14.	Foohing, Jardine's, July 14.
Haining, Douglas, July 16.	Szechuen, B. & S., July 14.
Yunnan, B. & S., July 17.	Haining, Douglas, July 16.
Haiyang, Douglas, July 19.	Yunnan, B. & S., July 17.
Hangsang, Jardine's, July 19.	Haiyang, Douglas, July 19.
JAPAN (Direct).	Hangsang, Jardine's, July 19.
Panama Maru, O.S.K., July 12.	JAPAN (Direct).
Tantalus, B. & S., July 13.	Panama Maru, O.S.K., July 12.
Kumsang, Jardine's, July 18.	Tantalus, B. & S., July 13.
Kitano Maru, N.Y.K., July 19.	Kumsang, Jardine's, July 18.
Havans Maru, O.S.K., July 21.	Kitano Maru, N.Y.K., July 19.
Buenos Aires Maru, O.S.K., July 24.	Havans Maru, O.S.K., July 21.
Borneo Maru, O.S.K., July 27.	Buenos Aires Maru, O.S.K., July 24.
Keelung.	Borneo Maru, O.S.K., July 27.
Noto Maru, N.Y.K., July 11.	Keelung.
Panama Maru, O.S.K., July 12.	Noto Maru, N.Y.K., July 11.
Canton Maru, O.S.K., July 14.	Panama Maru, O.S.K., July 12.
Anna Maerck, Jebens, July 20.	Canton Maru, O.S.K., July 14.
Hozan Maru, O.S.K., July 21.	Anna Maerck, Jebens, July 20.
Newchwang.	Hozan Maru, O.S.K., July 21.
Yingchow, B. & S., July 17.	Newchwang.
Shanghai and Japan.	Yingchow, B. & S., July 17.
Shutan, P. & O., July 10.	Shanghai and Japan.
Tilawa, B.I. (Apar), July 10.	Shutan, P. & O., July 10.
Kaisar-Hind, P. & O., July 11.	Tilawa, B.I. (Apar), July 10.
Isar, Melchers, July 11.	Kaisar-Hind, P. & O., July 11.
Noto Maru, N.Y.K., July 11.	Isar, Melchers, July 11.
Empress of Japan, C.P.S., July 12.	Noto Maru, N.Y.K., July 11.
President Hoover, Dollar's, July 13.	Empress of Japan, C.P.S., July 12.
Sphinx, Messageries, July 13.	President Hoover, Dollar's, July 13.
Helenus, B. & S., July 15.	Sphinx, Messageries, July 13.
Troilus, B. & S., July 15.	Helenus, B. & S., July 15.
Tergesta, Lloyd Triestino, July 18.	Troilus, B. & S., July 15.
Rakuyo Maru, N.Y.K., July 18.	Tergesta, Lloyd Triestino, July 18.
Tai Shan, Dodwell's, July 18.	Rakuyo Maru, N.Y.K., July 18.
Pres. Grant, A.M. Line, July 19.	Tai Shan, Dodwell's, July 18.
Anna Maerck, Jebens, July 20.	Pres. Grant, A.M. Line, July 19.
Katori Maru, N.Y.K., July 20.	Anna Maerck, Jebens, July 20.
Monte Piana, Lloyd Triestino, July 20.	Katori Maru, N.Y.K., July 20.
Rhein, Jebens, July 22.	Monte Piana, Lloyd Triestino, July 20.
Behar, P. & O., July 24.	Rhein, Jebens, July 22.
Nagara, Gilman's, July 24.	Behar, P. & O., July 24.
Ranchi, P. & O., July 25.	Nagara, Gilman's, July 24.
Santhia, B.I. (Apar), July 25.	Ranchi, P. & O., July 25.
Empress of Asia, C.P.S., July 26.	Santhia, B.I. (Apar), July 25.
Saale, Melchers, July 26.	Empress of Asia, C.P.S., July 26.
General Sherman, States Co., July 27.	Saale, Melchers, July 26.
Perth, Messageries, July 28.	General Sherman, States Co., July 27.
President Wilson, Dollar's, July 30.	Perth, Messageries, July 28.
Ruhr, Jebens, July 30.	President Wilson, Dollar's, July 30.
City of Hereford, Bank Line, August 1.	Ruhr, Jebens, July 30.
Pras. Jefferson, A.M. Line, August 2.	City of Hereford, Bank Line, August 1.
Pojadam, Melchers, August 6.	Pras. Jefferson, A.M. Line, August 2.
Panama, E. & A. Co., August 5.	Pojadam, Melchers, August 6.
Toussaint, Thoresen's, August 9.	Panama, E. & A. Co., August 5.
Emp. of Canada, C.P.S., August 9.	Toussaint, Thoresen's, August 9.
SHANGHAI AND VIA PORTS.	Emp. of Canada, C.P.S., August 9.
Glenogie, Jardine's, July 10.	SHANGHAI AND VIA PORTS.
Sandviken, Jardine's, July 10.	Glenogie, Jardine's, July 10.
Taiwan, B. & S., July 10.	Sandviken, Jardine's, July 10.
Tibetad, J.C.J. Line, July 10.	Taiwan, B. & S., July 10.
Isar, Melchers, July 11.	Tibetad, J.C.J. Line, July 10.
Kingyuan, B. & S., July 12.	Isar, Melchers, July 11.
Daviken, Jardine's, July 14.	Kingyuan, B. & S., July 12.
Hupoh, B. & S., July 14.	Daviken, Jardine's, July 14.
Szechuen, B. & S., July 14.	Hupoh, B. & S., July 14.
Soochow, B. & S., July 15.	Szechuen, B. & S., July 14.
Kwaiang, Jardine's, July 17.	Soochow, B. & S., July 15.
Tsinan, B. & S., July 17.	Kwaiang, Jardine's, July 17.
Yingchow, B. & S., July 17.	Tsinan, B. & S., July 17.
Klungchow, B. & S., July 19.	Yingchow, B. & S., July 17.
Sarpedon, B. & S., July 19.	Klungchow, B. & S., July 19.
Chakung, Jardine's, July 21.	Sarpedon, B. & S., July 19.
Saale, Melchers, July 23.	Chakung, Jardine's, July 21.
Swatow.	Saale, Melchers, July 23.
Sandviken, Jardine's, July 10.	Swatow.
Sietan, Douglas, July 10.	Sandviken, Jardine's, July 10.
Fukien Maru, O.S.K., July 11.	Sietan, Douglas, July 10.
Haitan, Douglas, July 12.	Fukien Maru, O.S.K., July 11.
Kingyuan, B. & S., July 12.	Haitan, Douglas, July 12.
Canton Maru, O.S.K., July 14.	Kingyuan, B. & S., July 12.
Daviken, Jardine's, July 14.	Canton Maru, O.S.K., July 14.
Foohing, Jardine's, July 14.	Daviken, Jardine's, July 14.
Hupoh, B. & S., July 14.	Foohing, Jardine's, July 14.
Sietan, Douglas, July 14.	Hupoh, B. & S., July 14.
Haining, Douglas, July 16.	Sietan, Douglas, July 14.
Hollas, Thoresen's, July 16.	Haining, Douglas, July 16.
Muinan, B. & S., July 15.	Hollas, Thoresen's, July 16.
Soochow, B. & S., July 15.	Muinan, B. & S., July 15.
Kwaiang, Jardine's, July 17.	Soochow, B. & S., July 15.
Yunnan, B. & S., July 17.	Kwaiang, Jardine's, July 17.
Haiyang, Douglas, July 19.	Yunnan, B. & S., July 17.
Hangsang, Jardine's, July 19.	Haiyang, Douglas, July 19.
Klungchow, B. & S., July 19.	Hangsang, Jardine's, July 19.
Chakung, Jardine's, July 21.	Klungchow, B. & S., July 19.
Hozan Maru, O.S.K., July 21.	Chakung, Jardine's, July 21.
Hellio, Thoresen's, July 21.	Hozan Maru, O.S.K., July 21.
Hiran, Thoresen's, July 22.	Hellio, Thoresen's, July 21.
Takao.	Hiran, Thoresen's, July 22.
Fukien Maru, O.S.K., July 11.	Takao.
Panama Maru, O.S.K., July 12.	Fukien Maru, O.S.K., July 11.
Taka Bar.	Panama Maru, O.S.K., July 12.
Isar, Melchers, July 11.	Taka Bar.
Sarpedon, B. & S., July 19.	Isar, Melchers, July 11.
Rhein, Jebens, July 22.	Sarpedon, B. & S., July 19.
Saale, Melchers, July 23.	Rhein, Jebens, July 22.
Ruhr, Jebens, July 30.	Saale, Melchers, July 23.
Tientsin.	Ruhr, Jebens, July 30.
Foohing, Jardine's, July 14.	Tientsin.
Yunnan, B. & S., July 17.	Foohing, Jardine's, July 14.
Hangsang, Jardine's, July 19.	Yunnan, B. & S., July 17.
Tientsin.	Hangsang, Jardine's, July 19.
Sandviken, Jardine's, July 10.	Tientsin.
Isar, Melchers, July 11.	Sandviken, Jardine's, July 10.
Daviken, Jardine's, July 14.	Isar, Melchers, July 11.

### EASTWARD

FROM HONG KONG TO NORTH AND SOUTH AMERICA

Kinsai Maru, O.S.K., July 11.	Bahoa.
President Hoover, Dollar's, July 13.	Kinsai Maru, O.S.K., July 11.
Tai Shan, Dodwell's, July 18.	President Hoover, Dollar's, July 13.
Anna Maerck, Jebens, July 20.	Tai Shan, Dodwell's, July 18.
Takai Maru, O.S.K., July 20.	Anna Maerck, Jebens, July 20.
President Wilson, Dollar's, July 30.	Takai Maru, O.S.K., July 20.
Baltimore.	President Wilson, Dollar's, July 30.
Maron, B. & S., July 10.	Baltimore.
Kinsai Maru, O.S.K., July 11.	Maron, B. & S., July 10.
President Hoover, Dollar's, July 13.	Kinsai Maru, O.S.K., July 11.
Tai Shan, Dodwell's, July 18.	President Hoover, Dollar's, July 13.
Anna Maerck, Jebens, July 20.	Tai Shan, Dodwell's, July 18.
Takai Maru, O.S.K., July 20.	Anna Maerck, Jebens, July 20.
President Wilson, Dollar's, July 30.	Takai Maru, O.S.K., July 20.
Buenos Aires.	President Wilson, Dollar's, July 30.
Buenos Aires Maru, O.S.K., July 24.	Buenos Aires.
Orizaba.	Buenos Aires Maru, O.S.K., July 24.
Kinsai Maru, O.S.K., July 11.	Orizaba.
President Hoover, Dollar's, July 13.	Kinsai Maru, O.S.K., July 11.
Tai Shan, Dodwell's, July 18.	President Hoover, Dollar's, July 13.
Anna Maerck, Jebens, July 20.	Tai Shan, Dodwell's, July 18.
Takai Maru, O.S.K., July 20.	Anna Maerck, Jebens, July 20.
President Wilson, Dollar's, July 30.	Takai Maru, O.S.K., July 20.
Honolulu.	President Wilson, Dollar's, July 30.
Empress of Japan, C.P.S., July 12.	Honolulu.
President Hoover, Dollar's, July 13.	Empress of Japan, C.P.S., July 12.
Rakuyo Maru, N.Y.K., July 18.	President Hoover, Dollar's, July 13.
President Wilson, Dollar's, July 30.	Rakuyo Maru, N.Y.K., July 18.
Emp. of Canada, C.P.S., August 9.	President Wilson, Dollar's, July 30.
Los Angeles.	Emp. of Canada, C.P.S., August 9.
Noto Maru, N.Y.K., July 11.	Los Angeles.
President Hoover, Dollar's, July 13.	Noto Maru, N.Y.K., July 11.
Rakuyo Maru, N.Y.K., July 18.	President Hoover, Dollar's, July 13.
Tai Shan, Dodwell's, July 18.	Rakuyo Maru, N.Y.K., July 18.
Buenos Aires Maru, O.S.K., July 24.	Tai Shan, Dodwell's, July 18.
Cornwall, Bank Line, July 25.	Buenos Aires Maru, O.S.K., July 24.
Takai Maru, O.S.K., July 26.	Cornwall, Bank Line, July 25.
President Wilson, Dollar's, July 30.	Takai Maru, O.S.K., July 26.
Mexico.	President Wilson, Dollar's, July 30.
Rakuyo Maru, N.Y.K., July 18.	Mexico.
Buenos Aires Maru, O.S.K., July 24.	Rakuyo Maru, N.Y.K., July 18.
Rio de Janeiro.	Buenos Aires Maru, O.S.K., July 24.
Buenos Aires Maru, O.S.K., July 24.	Rio de Janeiro.
Panama.	Buenos Aires Maru, O.S.K., July 24.
Kinsai Maru, O.S.K., July 11.	Panama.
President Hoover, Dollar's, July 13.	Kinsai Maru, O.S.K., July 11.
Rakuyo Maru, N.Y.K., July 18.	President Hoover, Dollar's, July 13.
Tai Shan, Dodwell's, July 18.	Rakuyo Maru, N.Y.K., July 18.
Anna Maerck, Jebens, July 20.	Tai Shan, Dodwell's, July 18.
Takai Maru, O.S.K., July 20.	Anna Maerck, Jebens, July 20.
President Wilson, Dollar's, July 30.	Takai Maru, O.S.K., July 20.
Philadelphia.	President Wilson, Dollar's, July 30.
Maron, B. & S., July 10.	Philadelphia.
Kinsai Maru, O.S.K., July 11.	Maron, B. & S., July 10.
Anna Maerck, Jebens, July 20.	Kinsai Maru, O.S.K., July 11.
Takai Maru, O.S.K., July 20.	Anna Maerck, Jebens, July 20.
Peritland and Puget Sound.	Takai Maru, O.S.K., July 20.
Cornwall, Bank Line, July 25.	Peritland and Puget Sound.
General Sherman, States Co., July 27.	Cornwall, Bank Line, July 25.
Puerto Colombia.	General Sherman, States Co., July 27.
Kinsai Maru, O.S.K., July 11.	Puerto Colombia.
Takai Maru, O.S.K., July 20.	Kinsai Maru, O.S.K., July 11.
Monterido.	Takai Maru, O.S.K., July 20.
Buenos Aires Maru, O.S.K., July 24.	Monterido.
San Francisco.	Buenos Aires Maru, O.S.K., July 24.
Pres. Hoover, Dollar's, July 13.	San Francisco.
Tai Shan, Dodwell's, July 18.	Pres. Hoover, Dollar's, July 13.
Cornwall, Bank Line, July 25.	Tai Shan, Dodwell's, July 18.
General Sherman, States Co., July 27.	Cornwall, Bank Line, July 25.
President Wilson, Dollar's, July 30.	General Sherman, States Co., July 27.
Seattle.	President Wilson, Dollar's, July 30.
Tantalus, B. & S., July 13.	Seattle.
Pres. Grant, A.M. Line, July 19.	Tantalus, B. & S



# CANADIAN PACIFIC ANNOUNCES

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## Sailings for 1936

	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Vancouver
	Leave	Leave	Leave	Leave	Leave	Leave	Arrive
E/Japan	Jan. 14	Jan. 18		Jan. 19	Jan. 21	Jan. 27	Feb. 1
E/Asia	Jan. 29	Jan. 31	Feb. 2	Feb. 4	Feb. 6		Feb. 16
E/Canada	Feb. 11	Feb. 13		Feb. 16	Feb. 18	Feb. 25	Mar. 1
E/Russia	Feb. 26	Feb. 28	Mar. 1	Mar. 3	Mar. 5		Mar. 14
E/Japan	Mar. 6	Mar. 8		Mar. 11	Mar. 13	Mar. 19	Mar. 24
E/Asia	Mar. 20	Mar. 22	Mar. 24	Mar. 26	Mar. 28		April 6
E/Canada	April 3	April 5		April 8	April 10	April 17	April 22
E/Japan	April 17	April 19	April 21	April 23	April 25		May 4
E/Asia	May 1	May 3		May 6	May 8	May 14	May 19
E/Canada	May 15	May 17	May 19	May 21	May 23		June 1
E/Russia	May 29	May 31		June 3	June 5	June 12	June 17
E/Japan	June 12	June 14	June 16	June 18	June 20		June 29
E/Asia	June 26	June 28		July 1	July 3	July 9	July 14
E/Canada	July 10	July 12	July 14	July 16	July 18		July 27
E/Russia	July 24	July 26		July 29	July 31	Aug. 7	Aug. 12
E/Japan	Aug. 7	Aug. 9	Aug. 11	Aug. 13	Aug. 15		Aug. 24
E/Asia	Aug. 21	Aug. 23		Aug. 26	Aug. 28	Sept. 3	Sept. 8
E/Canada	Sept. 4	Sept. 6	Sept. 8	Sept. 10	Sept. 12		Sept. 21
E/Russia	Sept. 18	Sept. 20		Sept. 23	Sept. 25	Oct. 2	Oct. 7

### Sailings to MANILA

EMPRESS OF ASIA ... July 18th.  
EMPRESS OF CANADA ... Aug. 2nd.

Full information from your own Agent or

## CANADIAN PACIFIC

Telephone: Passenger 20752. GACANPAC: Passenger Dept.  
Freight 20042. NAUTILUS: Freight Dept.  
Canton Agents: JARDINE, MATHESON & CO. LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR  
CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.  
TAITO MARU ... Sunday, 21st July, 1 a.m.  
OHIO MARU (Oasis Nagasaki) Wednesday, 31st July  
TATSUTA MARU ... Wednesday, 14th Aug.

SEATTLE & VANCOUVER.  
HIYE MARU ... (Starts from Kobe) Monday, 29th July  
HEIAN MARU ... (Starts from Kobe) Monday, 13th Aug.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM  
TERUKUNI MARU ... Saturday, 19th July  
HAKUSAN MARU ... Saturday, 3rd Aug.  
HARUNA MARU ... Saturday, 17th Aug.

SYDNEY & MELBOURNE via Manila and Port.  
KAMO MARU ... Saturday, 27th July  
KITANO MARU ... Saturday, 24th Aug.

BOMBAY via Singapore, Penang and Colombo.  
TANGO MARU ... Thursday, 11th July  
MAYEBAH MARU ... Sunday, 15th July  
GINYO MARU ... Sunday, 11th Aug.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

NEW YORK via Panama.  
RAKUYO MARU ... Thursday, 18th July  
NOTO MARU ... Thursday, 11th July  
NAKO MARU ... Tuesday, 25th July

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.

Genoa and Valencia.  
DURBAN MARU (Oasis Marseilles) Satur. 13th July  
CALCUTTA via Singapore, Penang and Rangoon.  
BENGAL MARU ... Monday, 16th July  
TORUSHIMA MARU ... Monday, 29th July

SHANGHAI, KOBE & YOKOHAMA.  
KATONO MARU ... Saturday, 20th July  
KITANO MARU (Oasis Nagasaki) Friday, 19th July  
ANTO MARU ... Sunday, 28th July

† Cargo only.

Tel. 30291



### FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

To SHANGHAI - KOBE.	To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.
SPHINX ... 13th July	ANDRE LEBON ... 18th July
PORTOS ... 28th July	SPHINX ... 28th July
CHENONCEAUX ... 16th Aug.	PORTOS ... 13th Aug.
DARTAGNAN ... 24th Aug.	CHENONCEAUX ... 27th Aug.
ATHOS II ... 7th Sept.	DARTAGNAN ... 10th Sept.
ANDRE LEBON ... 21st Sept.	ATHOS II ... 24th Sept.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.

For Full Particulars, apply to:

MESSAGERIES MARITIMES.

Telephone 20291.

# Shipping News

Daily Statement, Clearances, Ships in Harbour, etc.

## YESTERDAY'S FREIGHT RETURNS

IMPORTS 14,900 TONS;  
THROUGH CARGO  
13,500 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

	Cargo for Through	H.K. Ports.
British		
Tai Ping, Manila 1,244	220	
Hai Ching, Hoihow 101	115	
Hydrangea, Swatow 100		
King Yuan, Hoihow 827	315	
Nanning, Canton		
Foo Shing, Canton	2,272	640
Dutch		
Meerkert, Manila 2,549	5,779	
Siporok, Samarinda	1,805	
Tjibadak, Muntok 1,168	789	
	3,717	7,873
French		
Tai Poo Sek, Port Bayard 350		
	350	
Japanese		
Brisbane Maru, Fusan 257	4,747	
Nagisan Maru, Otaru 6,300		
	6,557	4,747
Chinese		
Shan Ho, Keelung 1,812		
Hai Yuan, Swatow 245	280	
	2,058	280
Total	14,954	13,540

## SHIPS IN HARBOUR

### WHARVES

Kowloon:—Toba Maru and Kut Sang.  
Hoihow:—Meerkert and Tai Ping.  
Douglas Lapsack:—Hai Yang.  
Chiu On:—Hydrangea.

### DOCKS

Talkoo:—H.M.S. Osiris, Tantalus, Anking, King Lee, Kwang Kun and Maron.

### BUOYS

No. A4—City of Yokohama.  
No. A5—Kiangsu.  
No. A6—Tjinegara.  
No. A9—Tjibadak.  
No. A11—Nagisan Maru.  
No. A13—Kwei Yang.  
No. B1—Nanning.  
No. B5—Helikon.  
No. B6—Tai Poo Sek.  
No. B12—New Mathilde.  
No. B20—Sui Yang.  
No. B21—King Yuan.  
No. B22—Man Sang.  
No. B27—Shan Ho.  
No. C1—Mabella.  
No. C5—Kushiro Maru.

## SHIPPING MOVEMENTS

The B.I. & Apcar steam ship "Tilawa" will leave for Amoy, Shanghai, Moji, Kobe and Osaka on or about to-day (Wednesday), at 9 a.m.

The m.v. "Silverleaf" from New York sailed from Los Angeles on 11th June and is expected here to-morrow.

## ARRIVALS

9TH JULY.

Tai Ping Yang, Norwegian str., 3,859 tons, Captain Laeken, from Manila, Stonecutters.—Doddwell & Co.  
Fukukun Maru, Japanese steamer, 1,485 tons, Captain N. Hirose, from Canton, Stonecutters.—O. S. K.  
Nagisan Maru, Japanese steamer, 2,603 tons, Captain Y. Dol, from Otaru, buoy No. A11.—M. B. K.  
Tjibadak, Dutch steamer, 4,800 tons, Captain H. de Jonge, from Sourabaya via Muntok, buoy No. A9.—J. C. J. Line.  
Nanning, British steamer, 1,488 tons, Captain F. W. H. Graybrook, from Canton, buoy No. B1.—B. & S.  
King Yuan, British steamer, 1,546 tons, Captain J. Taylor, from Haiphong via Hoihow, buoy No. B21.—B. & S.  
Hydrangea, British steamer, 561 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On & Co.  
Sandviken, Norwegian steamer, 1,775 tons, Captain A. Norvalis, from Canton, Talkoo Dock.—J. M. & Co.  
Sungham Maru, Japanese steamer, 1,503 tons, Captain M. Takayama, from Swatow, buoy No. B10.—N. Y. K.  
Seistan, British steamer, 1,571 tons, Captain R. C. Cree, from Swatow, Douglas Wharf.—Douglas & Co.  
Tilawa, British steamer, 6,153 tons, Captain Robinson, from Calcutta via Singapore, Kowloon Wharf.—M. M. & Co.

8TH JULY.

Kut Sang, British steamer, 3,883 tons, Captain D. R. Kilbee, from Amoy, Kowloon Wharf.—J. M. & Co.  
City of Yokohama, British steamer, 4,721 tons, Captain Radcliffe, from Shanghai, buoy No. A4.—Bank Line.  
Toba Maru, Japanese steamer, 4,283 tons, Captain R. Agawa, from Moji, Kowloon Wharf.—N. Y. K.

## CLEARANCES

9TH JULY.

Tjinegara, for Manila.  
Hydrangea, for Swatow.  
Toba Maru, for Singapore.  
Sui Yang, for Swatow.  
Shang Ho, for Bata Pahat.  
Nanning, for Shanghai.  
Woolgar, for Bangkok.  
Sungham Maru, for Swatow.  
Hai Yang, for Swatow.  
City of Yokohama, for Singapore.

## ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—  
Tai Ping (Br.), Manila ... 47  
Hai Ching (Br.), Hoihow ... 115  
Hydrangea (Br.), Swatow ... 98  
King Yuan (Br.), Hoihow ... 131  
Tjibadak (Dut.), Muntok ... 412  
Tai Poo Sek (Fr.), Port Bayard ... 53  
Hai Yuan (Ch.), Swatow ... 179  
Total ... 1,035

## THE TAIMOSHAN

Admiralty Buys  
Yacht

(Special Air Mail Service)

London, June 22.  
Lieutenant-Commander Martyn Sherwood, who, with a crew of four other naval officers, including a surgeon, sailed a 22-ton yacht from Hong Kong to Dartmouth in a voyage of exactly a year, was the guest of honour at a dinner last night of the R.N.V.R. (Auxiliary Patrol) Club at the Connaught Rooms, and gave an account of their experiences. Commander Harry Vandervell, the president, was in the chair.

An article describing the voyage, which began on May 31, 1933, and ended on May 30, 1934, has already appeared in "The Times." A book describing the adventures was published last March.

Lieut.-Comdr. Sherwood offered two pieces of advice to any yachtsmen contemplating a voyage across the ocean—never to do so without a good winch and a small motor. He described how after weeks at sea they were four days bobbing about outside one port unable to make a landing when the wind dropped. He also paid a high tribute to the hospitality they received in America. Their route was across to Japan, from there to Alaska, and then down the coast of America to Panama and through the canal into the Atlantic, which they crossed in 29 days.

Lieut.-Comdr. Sherwood acted as A.B. and cook and is the author of the book, "The Voyage of the Tai-Mo-Shan." The Admiralty have now bought their boat and it will be on view at Spithead during Navy Week.  
Vice-Admiral C. V. Osborne replied on behalf of the guests and among those present were a party of cadets from H.M.S. Worcester and the Chilean Naval Attache.

## SHIPS IN WIRELESS COMMUNICATION

The list of ships expected to be in wireless communication by the Government Radio Office with Hong Kong yesterday:—

Burgeland, Nagisan Maru.  
Tjibadak, Terny, Hozan Maru.  
Pembrokehire, Borneo Maru.  
Hydrangea, Brisbane Maru.  
Muhnam, General Pershing, Emp. of Japan, President Pierce, Nagara and President McKinley.

## ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:—

	Arr.	Dep.
British	6	3
American	0	1
Dutch	3	2
French	1	0
Norwegian	0	2
Japanese	2	3
Chinese	2	1
Total	14	12

# P. & O., British India Apcar And Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND)  
MAIL AND PASSENGER STEAMERS  
TAKING CARGO FOR  
STRAITS, JAVA, BURMA, OCEAN, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.  
PENINSULAR AND ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong	Destination
"CARTHAGE"	14,800	18th July, Noon	Bombay, Marseilles & London.
"BANGALORE"	8,000	20th July	Bombay, Marseilles & London.
"RAWALPINDI"	17,000	27th July	Bombay, Marseilles & London.
"KARAI-I-HIND"	11,000	10th Aug.	Bombay, Marseilles & London.
"BHUTAN"	6,000	17th Aug.	Bombay, Marseilles & London.
"RANCHI"	17,000	24th Aug.	Bombay, Marseilles & London.
"BEHAR"	6,000	31st Aug.	Bombay, Marseilles & London.
"NALDERA"	16,000	7th Sept.	Bombay, Marseilles & London.
"SOUDAN"	7,000	14th Sept.	Bombay, Marseilles & London.
"RANPURA"	17,000	21st Sept.	Bombay, Marseilles & London.
"BAJPUTANA"	17,000	28th Oct.	Bombay, Marseilles & London.
"BURDWAN"	6,000	12th Oct.	Bombay, Marseilles & London.
"CHITRAL"	15,000	19th Oct.	Bombay, Marseilles & London.
"CATHAY"	15,000	2nd Nov.	Bombay, Marseilles & London.
"SOMALI"	7,000	9th Nov.	Bombay, Marseilles & London.
"RAWALPINDI"	17,000	16th Nov.	Bombay, Marseilles & London.
"CORFU"	14,800	30th Nov.	Bombay, Marseilles & London.

\* Cargo only. † Calls Casablanca.  
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TAKADA"	7,000	19th July	Singapore, Penang, Rangoon & Calcutta
"TILAWA"	10,000	2nd Aug.	
"SANTHA"	8,000	16th Aug.	
"TALMA"	10,000	30th Aug.	
"SIRDHANA"	8,000	13th Sept.	

R.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

## EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"NELLORE"	7,000	2nd Aug.	Manila, Batavia, Brisbane, Sydney, Melbourne & Hobart
"TANDA"	7,000	31st Aug.	
"NANKIN"	7,000	4th Oct.	

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.  
HONG KONG TO SYDNEY—19 days.  
AUSTRALIA AND NEW ZEALAND for a Cheap Holiday (Surfing, Fishing, Shooting, Climates to Suit all. Your English Money is worth 25% more).  
No Additional Charge for Deck Cabins. Sun Deck Swimming Pool—Orchestra—Laundry—Surgeon—Stewards.  
E. & A. Cuisine and Service are unsurpassed.  
Frequent connections from Australia with the following:—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London and  
The P. & O. Branch Service of Steamers to London via Suez.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILING TO SHANGHAI AND JAPAN.

Steamship	Tons	From Hongkong	Destination
"KARAI-I-HIND"	11,000	11th July	Shanghai, Kobe & Yokohama
"BHUTAN"	6,000	12th July	Shanghai, Kobe & Yokohama
"BEHAR"	6,000	24th July	Shanghai, Kobe & Yokohama
"SANTHA"	8,000	25th July	Shanghai, Kobe & Yokohama
"RANCHI"	12,000	28th July	Shanghai, Kobe & Yokohama
"TAKADA"	7,000	28th Aug.	Shanghai, Kobe & Yokohama
"SOUDAN"	7,000	8th Aug.	Shanghai, Kobe & Yokohama
"NALDERA"	16,000	8th Aug.	Shanghai, Kobe & Yokohama
"TALMA"	10,000	8th Aug.	Shanghai, Kobe & Yokohama
"RANPURA"	17,000	22nd Aug.	Shanghai, Kobe & Yokohama
"SIRDHANA"	8,000	22nd Aug.	Shanghai, Kobe & Yokohama
"BURDWAN"	6,000	4th Sept.	Shanghai, Kobe & Yokohama
"NANKIN"	7,000	5th Sept.	Shanghai, Kobe & Yokohama
"BAJPUTANA"	17,000	5th Sept.	Shanghai, Kobe & Yokohama
"TAKADA"	7,000	5th Sept.	Shanghai, Kobe & Yokohama
"MANTUA"	11,000	12th Sept.	Shanghai, Kobe & Yokohama
"CHITRAL"	15,000	19th Sept.	Shanghai, Kobe & Yokohama
"SOMALI"	7,000	1st Oct.	Shanghai, Kobe & Yokohama
"NELLORE"	7,000	3rd Oct.	Shanghai, Kobe & Yokohama
"CATHAY"	15,000	3rd Oct.	Shanghai, Kobe & Yokohama

\* Cargo only.

All dates are approximate and subject to alteration without notice.  
All Cabins are fitted with Electric Fans or Pinks Louvre Ventilation.  
Steamers on London and Australian Lines are fitted with Laundries.  
Parcels measuring not more than 50 lb. will be received at the Company's Office up to Noon on the day previous to sailing.  
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M.V. "PEIPING" ... 2nd Aug.  
M.V. "NAGARA" ... 2nd Sept.  
OUTWARDS  
To SHANGHAI, YOKOHAMA, KOBE and OSAKA  
M.V. "NAGARA" ... 24th July  
M.V. "ACANTON" ... 24th Aug.  
Passenger Rates & Freight Rates to be obtained from  
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HONG KONG



AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.  
UNITED KINGDOM & CONTINENT

S.S. "CITY OF ORAN" ... Havre, London, Rotterdam & Hamburg ... 9th Aug.  
S.S. "CITY OF HEREFORD" ... Havre, London, Rotterdam & Hamburg ... 9th Sept.

AGENTS FOR  
ANDREW WEIR & CO.

MAURITIUS & SOUTH AFRICA  
S.S. "TINHOW" ... 22nd July.  
Loading for Mauritius: Benic, Tamateva, Lorient, Marques, Durban and Cape Town.

EAST & SOUTH AFRICA  
M.V. "INOHANGA" ... from Calcutta 4th Aug. ... from Colombo 10th Aug.  
M.V. "INCOMATI" ... from Calcutta 4th Sept. ... from Colombo 10th Sept.  
M.V. "IBIPINGO" ... from Calcutta 4th Oct. ... from Colombo 10th Oct.

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